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WEST

Volume XVII : Number 27 : July 16, 1980

85c

INDY SHOOTOUT?

Exclusive test!

Marty Moates'

GP-winning

500 Yamaha

Ken Howerton:

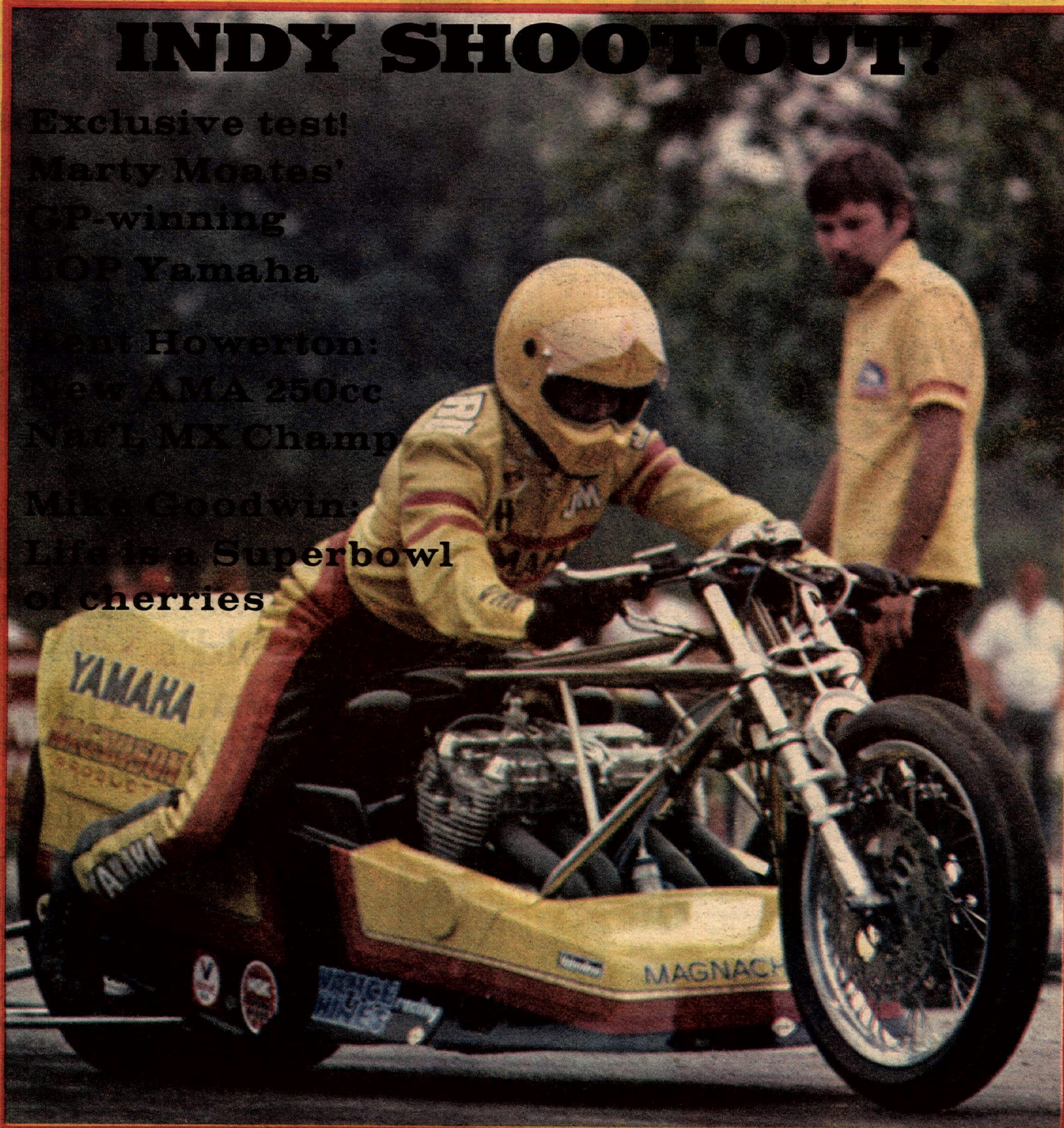
New AMA 250cc

Natl MX Champ

Mike Goodwin:

Life is a Superbowl

of cherries



NEWSPAPER

THE LATEST POOP

BY PAPA WEALEY

Windstorm damage forces postponement of Topeka half mile

By Dale Brown
TOPEKA, KS, JULY 5

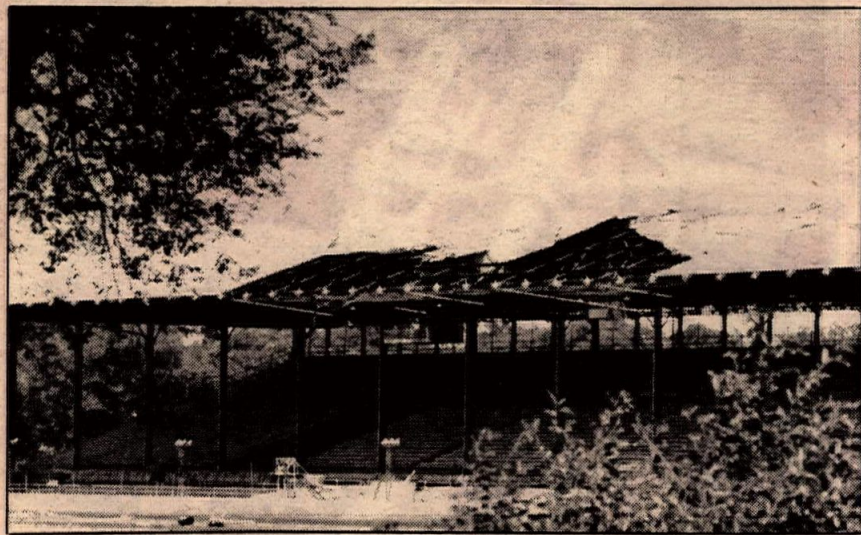
A freak windstorm that blew away part of the concrete roof of the Sunflower State Expo grandstands forced postponement of the July 5 AMA Grand National Championship/Winston Pro Series half mile at Topeka, KS.

Described by some witnesses as a tornado, though no funnel was seen, the storm hit late Friday afternoon, damaging the fairgrounds and a nearby muffler shop. According to the Topeka *Capitol-Journal*, at least two persons suffered minor injuries.

The winds folded part of the roof back over onto itself, and showered front row seats with concrete chunks. A fireworks show was scheduled for Friday night, but the storm hit before many spectators had arrived.

Among those near the site were promoter Don Brymer, track prep specialist Harold Murrell, and AMA Professional Competition Manager Bill Boyce. "It damn near flipped my pickup over," related Murrell.

Promoter Brymer was heard to joke later, "The T-shirt guy had a great idea. For next year's event, we're gonna have a T-shirt with Mike Kidd (the '79 Topeka winner) or whoever wins the race this year, and coming off his rear tire is gonna be a tornado!"



Californian Randy Mamola (Suz) won the July 6 Belgian GP, finishing ahead of Marco Luchinelli (Suz) and defending World Champion Kenny Roberts (Yam). Mamola qualified fastest for the 500cc race with Roberts fifth fastest. Freddie Spencer made his GP road racing debut, qualifying 12th only to retire from the race with mechanical difficulties on the fifth lap, as did Dale Singleton who had qualified 21st fastest. Following Mamola, Luchinelli and Roberts across the finish line at Zolder were Graeme Crosby (Suz), Wil Hartog (Suz) and Franco Uncini (Suz). Barry Sheene failed to qualify.

Dale Singleton called from Belgium

to give us the above rundown and had a few comments to make about GP road racing. "You wouldn't believe how competitive things are at GPs, but the Belgian GP qualifying and finish results will give you a good indication. Think about Sheene not qualifying, Spencer qualifying 12th and me having to drag my knees in every corner and do all kinds of magic tricks just to qualify 21st. It's unbelievable. I'm winging back to race at Mosport next weekend and then I'll turn around and come back to Europe for a 750cc race at Hockenheim in Germany. I'm learning how to *really* get the gas on,"



"Jay's equipment is ready and on its way West, just in case..." Harley-Davidson's racing boss Dick O'Brien told Cycle News on pressday, July 7. Springsteen tried racing, unknown to O'Brien at the time, and won a Marion, OH half mile. "I took a glucose tolerance test and a lot of other tests," Springsteen said last week, "and they found I'm a borderline diabetic which means the condition could be monitored by diet or, if need be, insulin." Jay was scheduled to undergo more tests on July 8, and unless the results are extremely negative, he'll race at the July 19 Ascot TT.

said the '79 Daytona 200 winner.

Italian Elio Zanini was killed while setting three new world speed endurance records on his streamlined BMW last week. Zanini, who constructed the streamliner himself with help from BMW, lost control of his machine at the Nardo test track in southern Italy when a gust of wind caught him. Zanini, 42, established new world records for one hour at 140.3 mph, six hours at 133.27 mph, and 1,000 kilometers (621 miles) at 138.05 mph average speeds.

Mike Baldwin jetted to Europe two weeks ago to sell a motorhome and to spectate at the Dutch and Belgium GPs. He boosted the spirits of American road racers Kenny Roberts, Randy Mamola and Dale Singleton by hanging huge banners on the paddock fence. "USA all the way! Go Ken-Randy-Dale," said the banners which also featured a large American flag.

Steve Scott and Lonnie Hotchens took top honors at the July 4 Pike's Peak Hillclimb in the 250cc and Open Pro classes, respectively. Scott did the deed on his Bultaco, shaving three seconds off his old time as he set a new 250cc record of 13:56.81. Yamaha-mounted Hotchens won the Open class with a 13:44.735 time. In the Amateur ranks, Yamaha rider Dave Doyle cranked out a 15:09.76 win in the 250cc class while Don Seibel, II, rode his Kawasaki to a 14:33.69 victory in the Open Amateur category. Dave Aldana was a last minute no-show; no word on Chuck Palmgren. Lectron's Sparky Edmonston placed third in the Open Pro class, turning a 14:15.82 time on his Yamaha. Full coverage next week.

Team Kawasaki has exercised a contract option requesting that Larry Wosick not ride any more races for them this year. Wosick will remain under contract to Kawasaki until the end of the year, although he may terminate his contract if he wishes to ride for another company. Wosick placed seventh in the 250cc National MX Series; he'll miss only the remaining Super-

(Continued to page 46)

California Confidential Capitol

News from the California Department of Parks and Recreation is that the new Director has reported for duty, and the former Deputy Director Alice Huffman is on her way out. No name has been mentioned yet as her replacement. There are good indications that we will be able to work with the new Director, and if the Governor is reasonable with his selection of a deputy, it is conceivable that we can turn around some of the mess which exists within the OHV program.

Still a problem is an OHV Program Manager who has his own ideas as to how the program should be run, and cares little about the interests of the user organizations. This is a problem which has surfaced with increasing frequency lately, where lower level bureaucrats within the Department of Parks and Recreation ask for public comments on projects and then continue on with their original plans.

Besides the OHV Program Manager, similar traits have been observed in the Project Planner for the Hungry Valley facility. Although there is an advisory committee for the Hungry Valley facility, and in spite of the fact that this advisory committee has repeatedly and emphatically told the planners that we do not wish to pay for elaborate and expensive facilities, the planners continued to return with facility designs that look like something out of a KOA brochure.

Many of the organizations will be asking the new Director to seek to straighten out these wayward bureaucrats, or clean house and put in some managers who will work with user representatives.

Meanwhile, back on the desert, the BLM has completed another phase of their "dog and pony" show.

The last weekend of June was the time of the latest meetings of the Bureau's Desert Planning Advisory Committee. At these meetings, many of the committee members' hostilities towards off-road vehicles were clearly expressed. Although the Advisory Committee seems inclined to recommend some variation of a "protection alternative" with some concessions to the commercial and recreational interests, there is little likelihood that their recommendations are going to have much effect upon what seems to already have been decided by the Bureau's Desert Plan staffers.

Almost anyone who has had a conversation with BLM bureaucrats who are privy to planning process information, report certain conversational slips which indicate that the plan has long since been completed. The hearings, advisory committee meetings, letters, etc. are all window dressing to impress the Congress who asked BLM to seek input from the public.

It seems apparent that whether we are dealing with bureaucrats from BLM or State Parks, we run up against the same problem — stubborn bureaucrats.

C. N. Deepthroat

Information expressed in California Capitol Confidential does not necessarily reflect the position of Cycle News, Inc. Send comments to Voices, P.O. Box 498, Long Beach, CA 90801.

SUN WON ANOTHER ONE.

**Team Honda's Chuck Sun won both motos
and first overall at Golden State on his
Pro-link RC450R.**

Here we go again.

It's getting so, hardly a week goes by without this space being filled with news of a Chuck Sun/Team Honda victory.

This week is no exception, with Chuck's runaway win in the 500cc National at Golden State International Raceway which put him way out front in the national points race. But Sun wasn't the only Honda rider burning up the track in that race. Teammate Jim Gibson turned in a strong 4-4 to finish third overall on his Pro-link works bike.

Not a bad day's work for the works Hondas. And so far, not a bad season at all for Chuck. At Honda, both our bikes and our Sun are really hot.

HONDA
FOLLOW THE LEADER.

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ON THE FRONT PAGE: NMRA Indy Top Fuel winner Jim Bernard readies the Ron Teson (standing) and Bernard Yamaha for a sub-eight-second quarter mile adventure. Coverage of the event on p. 14. Photo by Joel Breault.

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VOICES

Zonker has valid point

Never mind the fact that the cover of Patricia Zonker's book shows an automobile radial tire skid supposedly made by a motorcycle front tire which appears to be bleeding red blood (usually motorcycles bleed black oil — from the engine, not the tires). Never mind the near-hysterical tone that pervades most of her discussion of motorcycling. There are two things about her book that I think are worth appreciating.

Your contributing writer, Rex Reese, did his very best to ignore her very valid point that regardless of who is at fault in a motorcycle accident, it is still the *motorcyclist* who pays for somebody's dumb mistake with his broken bones, blood, snot, etc. If you think some insurance bucks (provided the car driver even has insurance, provided he even *stops* after he creams you) will make up for the injuries you can suffer in a motorcycle accident, you should sit down and think it over again.

Secondly, Ms. Zonker is prejudiced and she makes no bones about it. And that's OK. Certainly helmets provoke the same kinds of reactions among motorcyclists. But I find her obvious prejudice far less harmful to motorcycling than something as cynical and biased as the *60 Minutes* special on the "rape" of the California deserts by off-road vehicles. While masquerading as unbiased news coverage, the crew interviewed mostly well-dressed, articulate college professor types who condemned off-road riding. The defenders of off road riding were, uh well, pretty typical dirt bikers — neither well-dressed nor articulate. The arguments in favor of off-road riding were poorly presented and would not favorably impress either the general public or many lawmakers.

Face it: Patricia Zonker's book appeals to people who read Family Circle and Sunset. It will not persuade any biker to give it up. It will stir up feathers with a lot of moms and wives who never did and never will understand what it's like to blast up a sand-wash WFO, or to straighten out a mountain road, or to bore a hole in the horizon. Or to just kick back and cruise at 50 mpg.

Incidentally, she must have had a very patient proofreader to straighten out her English. She says, "I have in the book a loss of testicles..." Perhaps in her book she cited a case in which a rider lost *his* testicles, but I am sure she did not lose *her* testicles!

JIM OUELLET
Long Beach, CA

Murderboats

I am writing in response to the interview with Patricia Zonker, author of *Murdercycles: The Facts About America's Number One Blood Sport*, in the July 12 issue of *Cycle News*. I have been riding motorcycles since I was six years old — I'm now 16 — and I haven't been hurt badly yet.

I can't believe that anybody would give motorcycles that kind of a bad name. Motorcycles have done a lot of good for a lot of people. The sport is a good way to escape the pressures of everyday life in favor of fun, competition, friends and enjoying the environment.

I don't feel that Ms. Zonker gave the good side of the sport any thought; her feelings seemed to be biased and rather contradictory. My father and some friends helped fight a fire in the Sequoia National Forest. Because rangers could not get down to the fire fast enough, they rode the rangers down on motorcycles and stayed to fight the fire.

Highway patrolmen can do their job on motorcycles using less gas and less of the taxpayers' money. What about the races where the proceeds go to burn centers and crippled children? Why didn't Ms. Zonker mention any of these things in her book?

I don't feel that motorcycling is any more dangerous, or has any more injuries, than other sports such as skiing, football, etc. It can hardly be compared to war. People know when they begin the sport that falling is part of it, and you don't get drafted into motocross.

Bob Hannah had been riding for several years and hurt his leg water skiing. Isn't it ironic that what inspired Ms. Zonker to write the book in the first place was being hospitalized by a boating accident? Why didn't she write a book called *Murderboats*?

What is it that makes people so against motorcycles? Maybe Ms. Zonker should try it. We are constantly being mistakenly categorized as "Hell's Angels" instead of the family and competition clubs that we are.

I'd like to know where I can write to Ms. Zonker. I'd like to let her know how I feel, and I'm sure a lot of people would like to do so as well. I love motorcycles and it appalls me that anyone could say such horrible things about them.

DARLA LOWTHER
Rowland Heights, CA

Unity plea

I was going to let this issue drop, but when an intelligent, caring man like Jim got confused as to my point, it's time to clear things up a bit.

My last plea was not a threat, it was a warning. A warning to the thousands of bikers who feel their individuality and personal experiences are an adequate weapon against the Sierra Club and the BLM, rather than becoming part of a united group. These groups can provide the facts and money necessary to keep our desert open if they have full support.

The Sierra Club is a formidable foe for all those who wish to use the desert, whether for recreation or livelihood. That's because they are a single, unified group. They have been able to strike blows at racing and riding from which we (as bikers) will never recover. When it comes to the issue of desert use the Sierra Club is dead wrong. However, they're going to win, because of unified power.

The ORVers are still divided into four or five groups which total about half the ORV users. Many bikers are not affiliated with any group that will support their cause. If all that doesn't change, we'll lose more desert than we can imagine, and that's sickening!

Yes Jim, it's the same Marge; I'm still fighting for you and our friends. I belong to the Sierra Club because they do a lot of good things, just not in the desert. I belong to AMA because they are doing the right things for the desert. I belong to Cleansweep because they're one of the leaders in the desert fight. Jim, you're an organizer, help us get people to join AMA, NOC, CORVA, etc. — whoever fits their fancy — and create a unified fight.

MARGE REESER
Rosamond, CA

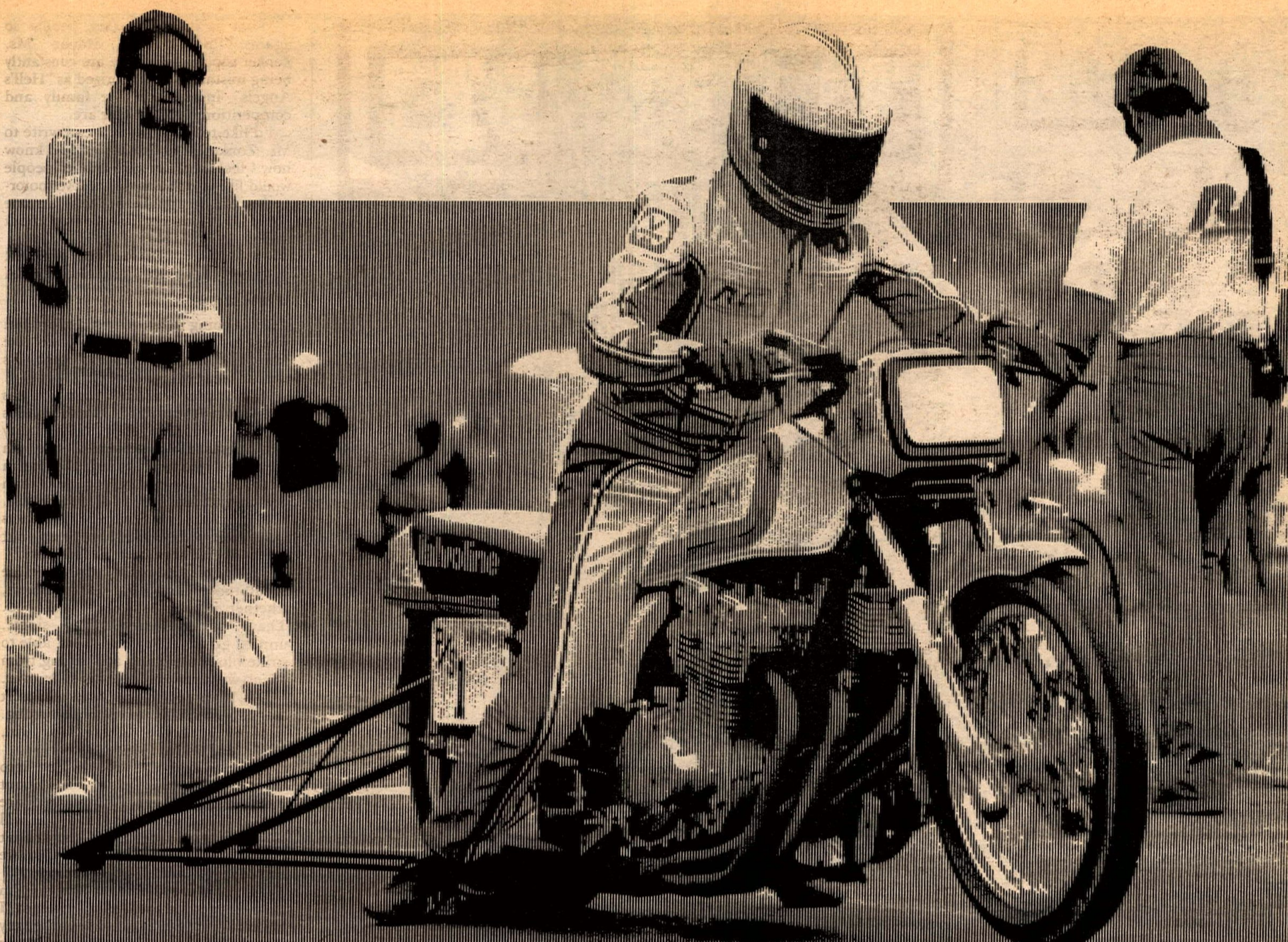
Auburn area angel

One of the members of the group participating in the recent Fred Chase Two Day Annual Industry Trail Ride and Destruction Derby in northern California last weekend, managed to put a fist size hole in the primary case of his TT 500 Yamaha.

He was finished until we found Frank Warmuth's Warmuth Outdoor Products shop in Auburn, CA. When Frank heard the story he stopped the work he was doing and took the time to fix the case immediately so the TT 500 rider could continue on the ride. He did an excellent job, charged a very fair price and I would advise any trail rider up in the Auburn area that if you are ever in trouble or just need some welding done, Warmuth's deserves your patronage. This guy likes bikers.

GEORGE HUEBNER
Marketing Director, R.C. Engineering P.S. To Fred Chase — next year I promise not to bring my desert sled up for the ride.

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CARPENTER

THERE IS ONLY ONE #1.

Pro Stock #1 Bob Carpenter and his Team R.C. GS1100 Suzuki convincingly trounced the Pro Stock field of the Indianapolis NMRA U.S. Motorcycle Nationals. In just his third outing on the new Team R.C. GS1100, Bob set low E.T. of the meet with a 9:03, then quickly dispatched the rest of his opponents throughout eliminations with consistent E.T.'s of 9:04 and 9:06. Then with a final pass of 9:05/144.69 MPH, soundly defeated factory rider Terry Vance and his Suzuki GS1100 (9:23/143.66 MPH).

Two more class wins topped off the day for Team R.C. Ed Hedrick, the current R.C. Sportsman Gold Cup points leader, rode his KZ750 to the Stock Eliminator win. And Vic Force took the Combo Eliminator title with his GS1100.

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Jim Gibson (29), Chuck Sun (63), Marty Moates (25), Gary Semics (12) and Rick Burgett (22) go for the lead at the start of a 500cc moto.

AMA 125/500cc National Championship MX Series: Rounds 6/6

Barnett narrows points lead, Sun stretches it out

By Jim Gianatsis

WASHOUGAL, WA, JULY 6

On a grass-covered hillside track in the shadow of Washington's Mt. St. Helen's volcano, Team Honda's 500cc class star Chuck Sun blasted forth with back-to-back moto wins to increase

his points lead toward winning his first National Championship title. Needing only six points — with four motos left to collect them — almost assures Sun and his Eric Crippa-prepared Honda RC 470-80 Pro-Link the 500cc crown presently held by Suzuki's Danny LaPorte, once again sidelined by mechanical problems with the RN 440-80 Floater.

The saving grace for Team Suzuki came in the 125cc National class where "Bomber" Mark Barnett used his Jeff Clark-prepared water-cooled RA 125-80 Floater to dust off the opposition with volcanic ash and narrow the series point lead of Broc Glover, Yamaha's reigning three-time champion. Glover still picked up second overall for the afternoon as he battled off Barnett in the opening laps of the final moto then pulled away from Barney to a convincing win.

The Washougal/Yamaha National, promoted by Bob Osborn and Wally

Brosamle of Northwest Motocross Enterprises, proved to be the finest outdoor National of the year. The course itself, a part man-made and part natural terrain track, was thick with grass. It featured numerous high speed downhill jumps and enough rough sections that most of the riders were calling it the finest motocross track in America, west of Unadilla. This new National-caliber track at Washougal near Portland, Oregon, which attracted close to 10,000 spectators for its first major race will now set the standard for most other AMA National outdoor tracks to follow if they hope to raise the stature of motocross.

125cc National

It was Team Suzuki's new rookie star Scott Burnworth who led the way through turn one for the start of the afternoon's first 125cc National moto. Burnworth was out front ahead of Yamaha's Donnie Cantaloupi,

Kawasaki's Jeff Ward and Suzuki teammate Mark Barnett. Quickly Barnett began slashing his way to the lead position, dicing his way past Ward and Cantaloupi to tangle with — and then take the lead away from — the "Burner" after five laps.

Series points leader Broc Glover, meanwhile, had been buried in the rear of the field at the start and would spend the whole moto trying to rectify his mistake, eventually working his way up to finish fourth ahead of Cantaloupi. Both Cantaloupi and Ward were displaced one position back at mid-moto when Suzuki's other rider "Messerschmit" Brian Myerscough strafed his way into third. Burnworth was edged back to a still creditable sixth position at the finish line behind his much more experienced and senior competition.

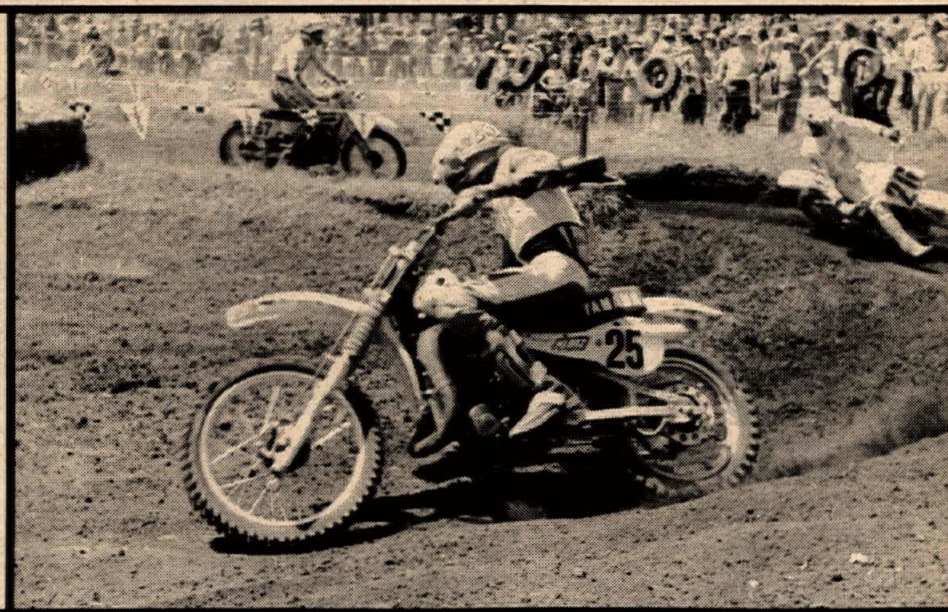
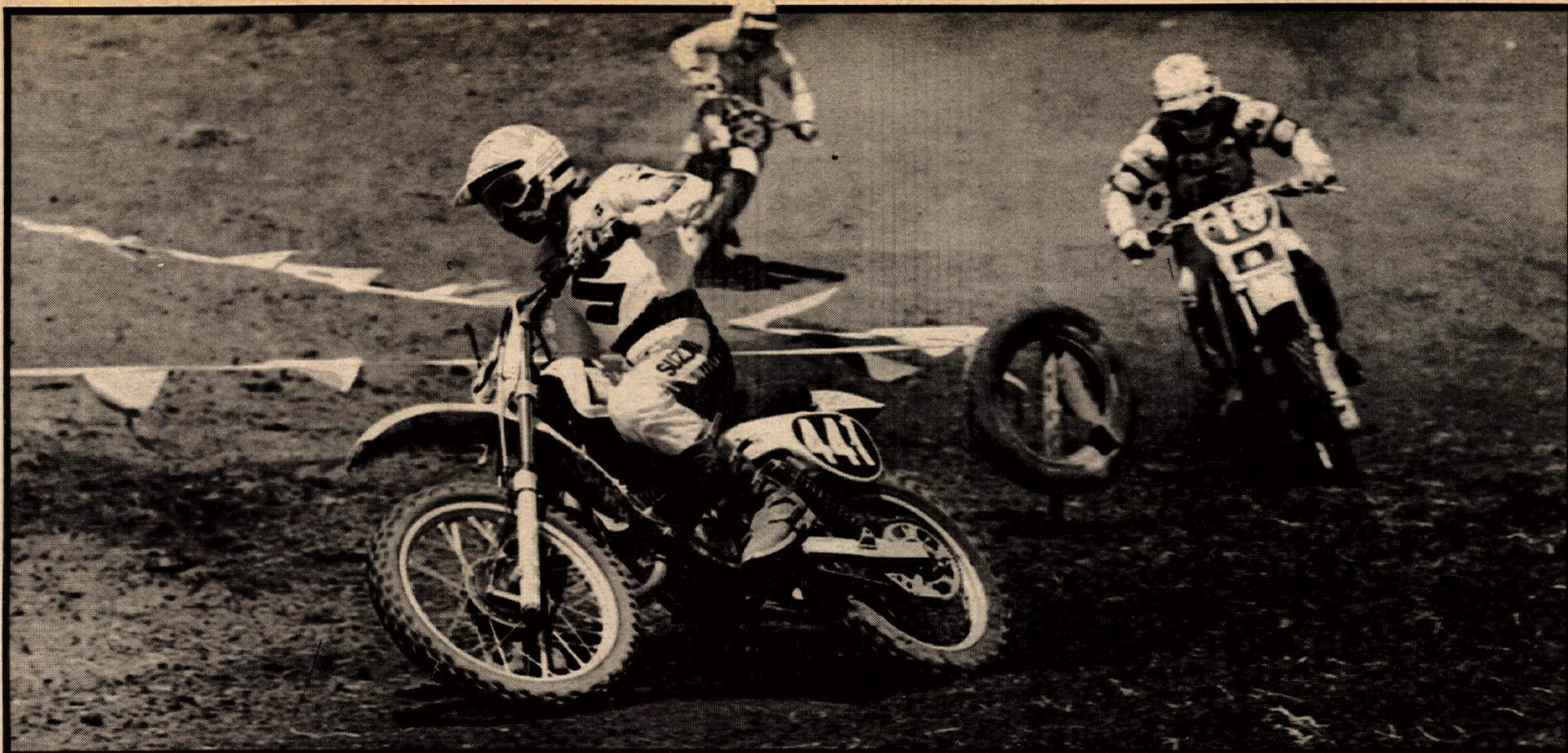
Both Broc Glover and Donnie Cantaloupi were riding new water-cooled OW 43-80 factory Yamaha Monocrossers with power valves. Introduced earlier this season on the 250cc works bikes, this was the first time the crankshaft-driven exhaust valves were employed on the 125cc watercooled machines to help broaden their powerbands. Said Broc, "We gotta do something to keep up."

It was obvious though, that in the second moto Glover hardly needed any advantage to keep up with Barnett.

Both the Broc and Bomber Barnett charged boot-to-boot and wheel-to-wheel off the starting line and through turn one in a cloud of volcanic debris. Riding their fender flaps were Honda's Rich Coon, Myerscough, Burnworth, Sun, Ward, Blose and Watts. Glover held the lead of the second moto for the first two laps, then it was Barnett out front, then two laps later Glover again. This time when Glover got the lead he kept it, dialing out an advantage over Barnett that increased a scant five seconds by the time they reached the finish line some 30 minutes later. Myerscough moved up soon after the start to run a strong and uncontested third place. Ward danced off Coon's rear fender the entire race; the Flying Freckle followed the Honda rider in for sixth. The only real battle the last half of the moto was a four-way fight for seventh place which resolved itself finally at the drop of the flag with Cantaloupi in seventh just ahead of Honda's Ron Sun, Moto-X Fox's Jeff Watts on a YZ Yamaha and Kawasaki support rider Chappy Blose.

500cc National

The 500cc Class was slated to be a battle between the two titans of northwest motocross, Rick Burgett and Chuck Sun from just below the nearby Columbia river in Oregon. In the first moto, the fight almost shaped up but never materialized as



(Top) Scott Burnworth leads winner Mark Barnett early in the first 125cc race. (Above left) Goat Breker was second in the 500cc event with a 2-2 tally. (Above right) Third place 500cc finisher Marty Moates is chased by fourth place Marty Smith.

"Lumberjack" Burgett dropped his Yamaha and the lead he was holding off the starting line by the time he reached turn three. Kawasaki test rider Goat Breker wheeled his KX440 past the fallen Burgett and into the lead with Chuck Sun's RC 470 Honda breathing red flames on the green meanie. Stepping in behind were LOP's Gary Semics, Marty Smith of Suzuki, Mosier, Swartz, Englund and King as Burgett rejoined the pack in 20th place.

Gremlins again stuck Danny LaPorte, this time before he could even get his Suzuki around the gnarly high-speed track to complete one lap. "My chain came off. I put it back on, but it came right off again so I headed for the pits."

At the 10 minute mark, it was Chuck Sun dancing his way past Breker. Sun took it and ran with it, but only managed to stay ahead of the determined young Goat by some five seconds for the rest of the race. A good distance back ran Marty Smith for an uncontested third, then Marty Moates pushing his way up in the closing laps to take fourth place away from his LOP teammate Gary Semics. Gaylon Mosier who had been dicing with buddy Semics earlier in the race, had since retired with a blown rear brake backing plate. Burgett was put out of the race as well when the usually

reliable OW 42 works Yamaha lost its damping in the rear shock.

The Washougal National was a class act with the promoters bringing in Larry and Bev Huffman to handle the announcing chores (and even Wheelie King, Doug Domokos for the half-time show). It was Mr. Huffman heralding the start of the second moto with, "The Cream of the Northwest motocross giants — Chuck Sun has taken the lead with Rick Burgett hot on his tail." That had the highly partisan fans cheering wildly. Nothing else seemed to matter as Burgett rocketed his way past Sun on the downhill ski jump to claim the lead before the first lap ended...even Marty Moates stuffing his way around Sun for a moment before being repassed by the series points leader. It was the Burgett versus Sun fight the crowd wanted to see, and that's what they got.

Quickly Sun moved his Honda back up on Burgett and the two began trading handlebars for glory on the home battleground where the two have competed against each other for years. Side-by-side they careened around the Washougal hillside, stuffing 21-inch front wheels at each other and into places where only a licensed physician had the right to go. It was obvious that Sun was frustrated in his constantly blocked attempts to get back around Burgett, often pulling

past little Rickey from the outside of one turn, only to have the door slammed in his face going into the next. Finally, Burgett left his door open a little too long and Sun dived for the entrance.

"I got around Burgett, but I had to do it by going into the next turn much too hot, and I stalled my motor. I had been feeling pretty comfortable and relaxed, but then Burgett and Moates wanted to get into some serious racing. I knew it was going to be a long moto and wanted to pace myself, but they wouldn't let me," said Sun.

After stalling his bike, Sun restarted in third place and quickly made back up the lost distance by repassing Moates and closing on Burgett. That's when Burgett made his big mistake.

"Burgett went into that soft berm on the top of the hill; he jammed his front end in and lost it (fell down). I had almost done the same thing myself a couple of times earlier," said Chuck.

Sun retook the lead, holding it all the remaining 20 minutes to the finish. Goat Breker fought his way past Smith and Moates to collect second place for the moto and second overall. Burgett remounted after his fall to hang onto fifth position, just ahead of Arlo Englund on the Vickery Yamaha, then Mosier, Semics, John Day and Danny Turner. Once again Danny LaPorte was forced to retire with mechanical

problems from his string of bad luck. Honda's Jim Gibson and Yamaha's Rex Staten were put out of temporary action by high-speed get-offs.

Results

125cc NATL: 1. Mark Barnett, 1-2 (Suz); 2. Broc Glover, 4-1 (Yam); 3. Brian Myerscough, 2-3 (Suz); 4. Jeff Ward, 3-6 (Kaw); 5. Scott Burnworth, 6-4 (Suz); 6. Rich Coon, 7-5 (Hon); 7. Donnie Cantaloupi, 5-7 (Yam); 8. Ron Sun, 12-8 (Hon); 9. Kris Bigelow, 8-12 (Yam); 10. Chappy Blose, 11-10 (Kaw); 11. Phil Larson, 10-13 (Yam); 12. Tom Benolkin, 15-11 (Fox/Hon); 13. James Meenan, 14-14 (KTM); 14. Jeff Watts, DNF-9 (Fox/Yam); 15. David Taylor, 9-DNF (LOP/Yam); 16. David Crawford, 18-15 (Yam); 17. Mike Brown, 13-21 (LOP/Yam); 18. Jim Holly, 33-16 (Mug); 19. Johnny O'Mara, 16-23 (Mug); 20. A.J. Whiting, 23-17 (Yam).

500cc NATL: 1. Chuck Sun, 1-1 (Hon); 2. Goat Breker, 2-2 (Kaw); 3. Marty Moates, 4-3 (LOP/Yam); 4. Marty Smith, 3-4 (Suz); 5. Gary Semics, 5-8 (LOP/Yam); 6. Arlo Englund, 10-6 (Yam); 7. Denny Swartz, 9-11 (Mail); 8. Alan King, 6-15 (Mail); 9. Danny Turner, 12-10 (Mail); 10. Clark Jones, 11-12 (PCP/Hus); 11. John Day, 15-9 (Yam); 12. Rick Burgett, DNF-5 (Yam); 13. Gaylon Mosier, DNF-7 (Kaw); 14. Rex Staten, 7-DNF (Yam); 15. Jim Gibson, 8-DNF (Hon); 16. Eric Eaton, 14-16 (Mail); 17. Wayne Boyer, DNF-13 (Suz); 18. Dean Wiggins, 13-DNF (Mail); 19. Steve Rhyon, DNF-14 (Whs / Mail); 20. Gary Pustelak, 18-17 (RPM/Kaw).

125cc NATIONAL MX CHAMPIONSHIP SERIES POINT STANDINGS: 1. Broc Glover (227); 2. Mark Barnett (220); 3. Brian Myerscough (214); 4. Rich Coon (148); 5. Jeff Ward (132); 6. Scott Burnworth (108); 7. Ron Sun (106); 8. Chappy Blose (98); 9. Donnie Cantaloupi (89); 10. (TIE) Jim Holley/Jeff Watts (79); 12. Mike Brown (75); 13. Phil Larson (71); 14. Kris Bigelow (57); 18. James Meenan (43); 19. Mark Rakestraw (29); 20. Pat Moroney (28).

500cc NATIONAL MX CHAMPIONSHIP SERIES POINT STANDINGS: 1. Chuck Sun (257); 2. Goat Breker (213); 3. Rick Burgett (176); 4. Marty Smith (162); 5. Arlo Englund (159); 6. Jim Gibson (149); 7. (TIE) Denny Swartz/Marty Moates (147); 9. Gary Semics (122); 10. (TIE) Danny LaPorte/Gaylon Mosier (115); 12. Gary Pustelak (86); 13. Mickey Kessler (84); 14. Alan King (83); 15. Steve Rhyon (77); 16. John Day (71); 17. Wayne Boyer (60); 18. Jimmy Weinert (58); 19. (TIE) Danny Turner/Steve Stackable (42).



Jim Tarantino (6) leads the 250cc Pro start, closely followed by Warren Reid (9), Donnie Hansen (40) and Rick Johnson (96).

Triple victory to Reid at 13th Mammoth MX

By Terry Whytal

MAMMOTH LAKES, CA, JUNE 27-29

Team Kawasaki rider Warren Reid commented before the 250cc Pro final on Sunday, "I'm really tired from the last two days and I haven't gotten enough sleep. My eyes are really tired

but I want to win all three days. I hope I can!"

And win he did, becoming the first rider to ever win all three Pro classes at the Mammoth Mountain Motocross classic. Reid set the pace all three days, winning handily over Rick Johnson in the 125cc Pro race on Friday, battling with Yamaha teamster Mike Bell in the Open class while lapping every rider but Bell and finally capping the weekend with come-from-behind charge on the early leader, Honda's Donnie Hansen, that gave Reid a perfect score for the annual event.

Track preparation was excellent with a new dog-leg added after the downhill that proved to be difficult for many riders and brightly colored banners and snow fencing added for crowd control of the several thousand spectators who attended the three day event.

As usual, the little village of Mammoth Lakes provided the atmosphere and beauty that have made the Mammoth races a motorcycle culture event for 13 years. The parallel

between Mammoth and the old Barstow to Vegas desert classic is often drawn in the memory of old desert racers and it is nice to race in a welcoming and non-hostile environment once again.

Friday

The 125cc riders took to the track with Juniors and Intermediates running two qualifying motos for each division with the top riders transferring to a final with the qualifying moto scores counting as half the overall score. New to the format this year was the change from two final races for the Experts to one torturous 45 minute plus one lap final that determined the winner.

When the 125cc Juniors took to the track for the final race Yamaha rider Bob Binns had the scoring lead with Chris Gable (Yam) and Don Hargis (C-A) within striking distance. Gable wasn't quite up to his previous performances and dropped back to sixth at the end of the moto allowing Hargis to take the victory and the overall win ahead of Binns.

The 125cc Intermediate honors went to Suzuki rider Ron Brown, who

easily won both his qualifying races and placed second in the final to snatch the overall victory away from Yamaha rider Pete McConnel.

Suzuki rider Dean Cates pulled the holeshot as the 125cc Pros rocketed up the steep Mammoth starting hill. Right on Cates' rear tire was Kawasaki's Warren Reid and he out-cornered Cates on the bottom of the downhill to take over the lead. At the completion of the first lap Reid had already established a commanding lead with Cates second, Suzuki rider Roger Brown third, Honda-mounted Chris Heisser fourth and Troy Lee rounding out the top five on his KTM. Yamaha rider Rick Johnson was far back in the pack after starting poorly and was quickly building momentum as he charged toward the leaders.

Following in Johnson's wake was Honda rider Jim Holley who was picked as one of the pre-race favorites and his moves on slower riders as he worked his way through the pack justified the expectations.

Meanwhile up front Reid was walking away with the win as Cate faded from the pace, Brown fell down and Heisser temporarily took over second. A.J. Whiting moved his Yamaha up to battle with Lee while Brown remounted in eighth and Yamaha rider Erik Kehoe moved into sixth with Johnson on his rear fender. Johnson soon put the moves on Kehoe,

Lee, Cates and Whiting and moved up to pressure Heisser. Heisser struggled to hold off Johnson's charge but soon the Yamaha rider was into second and pulling away from the field.

As the race neared the final few laps Reid settled in at a steady 2:23 second pace with a 45 second lead over Johnson who had a similar lead over the third place battle between Heisser and Holley.

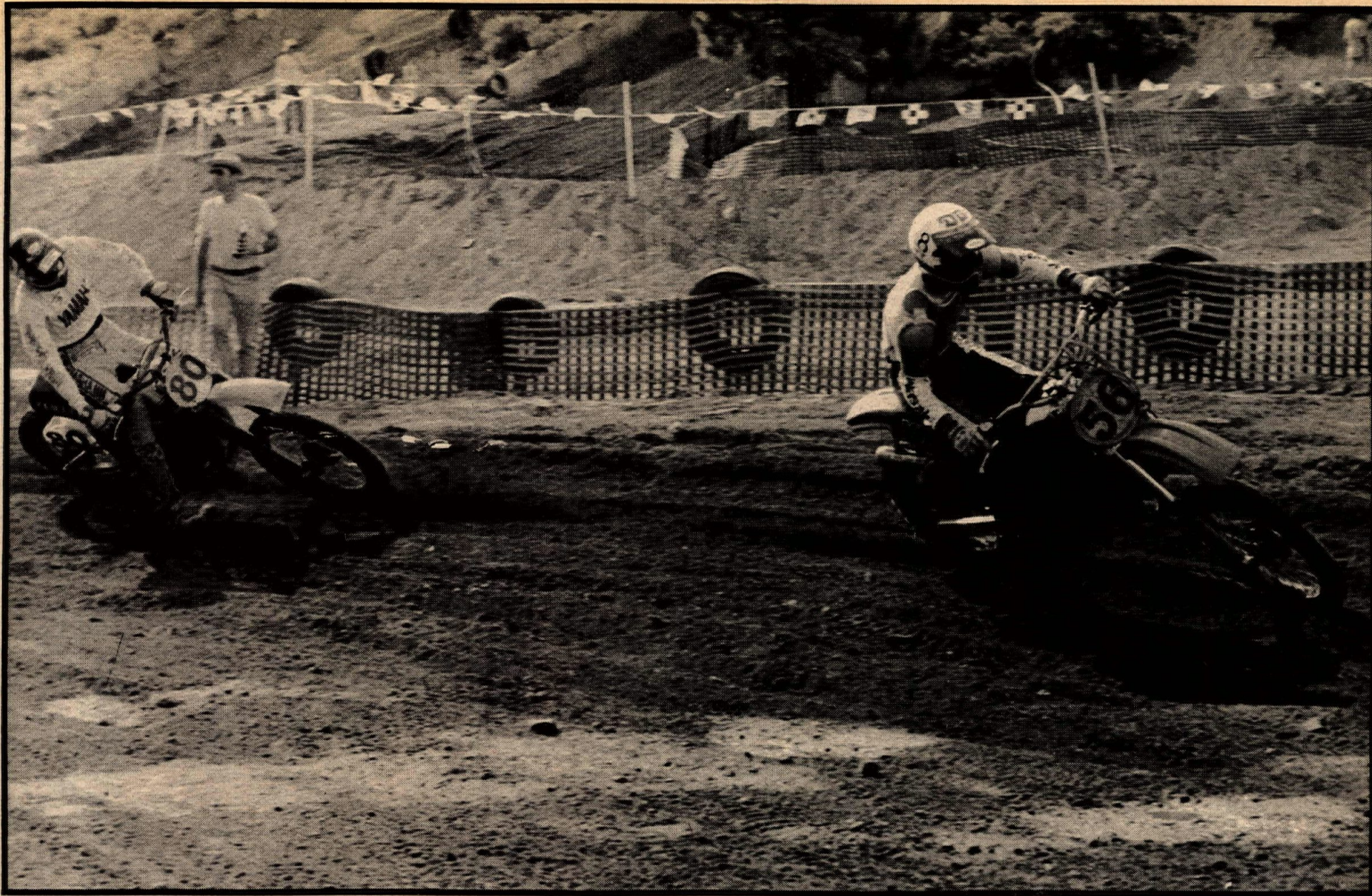
At the checkers it was Reid, Johnson, Holley, Heisser, Yamaha rider Jay Stanford and Lee. "I'm just going to go home and sit in front of the TV," said Reid after the race. "I've gotta save my energy for tomorrow!"

Saturday

The big Open class machines took over the sandy Mammoth course today with the expected results, huge whoops and bone-jarring ruts. By the final in late afternoon the track had become the challenging test of stamina that Mammoth has become famous for.

The Open Junior final was an exciting battle between George Primm on a YZ465 and Mark Howard, also riding a Yamaha. Primm and Howard had each won both qualifying motos of their respective divisions and they finished 1-2 in the final with Primm the victor and Howard the runner-up.

Keith Willis powered his Yamaha into the lead in both qualifying motos for Division two Open Intermediates,



A monumental Open class duel between Warren Reid (56) and Mike Bell saw them lap the entire field! Reid took a narrow win.

then came back for the final and dominated the field to gain the overall victory with a perfect score. Dave Lawson held the number two spot as the checkers came out for the final and earned second overall.

The women racers took to the field on Saturday also and as expected current Women's National champ Dede Cates won all three Expert motos to take the overall win. Following Dede's Suzuki to the finish line were Yamaha-mounted Rhe Helms and Suzuki rider Marcy Lewis. Louise Bates took the fourth place honors on her Suzuki with fifth going to Yamaha rider Mercedes Gonzales.

Val Tamietti pulled the holeshot on his Maico as the Open Pros roosted onto the track for the final Open race. "Bob Elliot built the ramp for me and it worked great," explained Tamietti later. "He packed it down good and I got the holeshot!" Tamietti's lead was short-lived however as Alan Berlutti powered his Maico into the front spot as they rounded the top of the hill. Yamaha teamster Mike Bell quickly moved up to take the lead away from Berlutti as Reid moved his 420cc Uni-Trak up to fourth. On the back section of the track Reid sliced his way past both Tamietti and Berlutti to move into second and put the pressure on Bell.

On lap three Reid found an opening in Bell's defenses and took over the lead. Bell stayed close and when Reid nearly fell a few laps later as his front wheel plowed in a loose turn Bell regained the lead.

Behind the fast paced action up front Berlutti was holding down third place while Mike Shoemaker tried to keep his Yamaha ahead of Tamietti and Pete Snorteland riding a DG/Yamaha. Eric McKenna moved his Maico up into the battle for fourth as Tamietti began to fade.

With the race nearing the end Bell and Reid had lapped almost every rider in the field. Reid once again put the moves on Bell and led the way toward the checkers with Bell inches behind. As Reid and Bell moved up to lap the top 10 riders, Suzuki test rider Ron Turner latched onto the back of the freight train and moved from 11th to sixth in half a lap.

Reid and Bell continued their personal race and lapped the entire field as the white flag came out. Reid took the win as Bell settled for a second. Berlutti held on to finish third ahead of McKenna as Turner picked up fifth and Steve Martin finished sixth on his Yamaha, riding the last few laps with a flat rear tire.

Sunday

The 250cc ground pounders took to the track for Sunday's races as small tremors continued to shake the small Mammoth community and help the southern California riders feel more at home.

The 250cc Juniors took to the track first on Sunday and when the dust cleared and the beautiful clock-trophies were handed out Yamaha rider Don Clark received the first place honors. Clark won both of his qualifiers and made it a clean sweep with a victory in the final over J. Romp who piloted his Yamaha to second in the final and second overall.

Top 250cc Intermediate honors went to Pete Riddle riding a Kawasaki. Second place went to Bill Carpenter on a Suzuki.

The final line-up for the 250cc Pro race looked like a miniature national with four top factory riders present along with a crowd of National caliber privateers. Donnie Hansen was there with his Honda Pro-Link, Mike Bell was back on board a Yamaha monoshock, Larry Wosiek had his factory

Kawasaki ready for battle and Warren Reid was ready to shoot for a third win on his Roy Turner tuned Uni-Trak. Top privateers included MX Fox rider Pete Wanket, LOP rider Mark Lawrence, Yamaha riders Rick Johnson and Scott Gillman and Honda-mounted Jim Tarantino.

Tarantino timed the gate perfectly and pulled a textbook holeshot ahead of Hansen and Gillman. Tarantino kept his lead up the hill and onto the track but Hansen moved into the lead on the rough back section. Tarantino dropped back to third as Gillman slipped his way past and into second and Reid powered into fourth.

At the end of lap one the order was Hansen, Gillman, Tarantino, Reid, Johnson, Lawrence and Bell. Reid soon dispatched Tarantino back to fourth and began to build the pressure on Gillman. Hansen opened up a 10-second lead over the Gillman/Reid duel before Reid finally worked his way past. Tarantino and Lawrence both faded off the pace as Bell and Johnson closed in on Gillman. Bell did a slow motion fall at the bottom of the downhill and quickly remounted to rejoin the race in fifth. Two turns later and Bell was out of the race as he discovered the reason for his fall, a flat rear tire.

Reid closed in on Hansen near the halfway point and passed the Honda rider on the uphill section where Reid did much of his passing all weekend. Once out front Reid was uncatchable and opened up a 20-second lead on Hansen, who was safe in second well ahead of the Gillman/Johnson battle for third. Johnson outbraked Gillman going into the hairpin turn leading to the finish line and took over third. Three corners later Gillman berserked the inside line and bailed just as he went past Johnson. Gillman quickly remounted to hold fourth to the finish.

"I thought I could get him on that turn but I tried too hard and just spun out," said Gillman later.

Lawrence got back on the gas as the moto came near the end and managed to work into fifth ahead of a determined Pete Wanket who had steadily climbed through the ranks to finish sixth ahead of Yamaha rider Steve Martin and Larry Wosiek, who suffered from a poor start and what appeared to be shock problems.

The spectators were definitely rooting for Reid to win his third straight race and as he crossed the finish line a loud cheer went up and the announcer shouted his congratulations. At the awards ceremony Reid thanked the officials for a good race and half-jokingly added, "Don't have a National here. The AMA will manage to screw it up."

Results

125cc PRO: 1. Warren Reid (Kaw); 2. Rick Johnson (Yam); 3. Jim Holley (Hon); 4. Chris Heisser (Hon); 5. J. Stanford (Yam).

125 INT: 1. R. Brown (Suz); 2. P. McConnell (Yam); 3. J. Dicke (Yam); 4. L. Thomas (Yam); 5. B. Engel (Yam).

125cc JR: 1. D. Hargis (C-A); 2. B. Binns (Yam); 3. M. Scheynder (Yam); 4. R. McCoy (Suz); 5. C. Cable (Yam).

250cc PRO: 1. Warren Reid (Kaw); 2. Donnie Hansen (Hon); 3. Rick Johnson (Yam); 4. Scott Gillman (Yam); 5. Mark Lawrence (Yam).

250cc INT: 1. P. Riddle (Kaw); 2. B. Carpenter (Suz); 3. G. Winters (Hon); 4. G. Taylor (Yam); 5. R. Morales (Yam).

250cc JR: 1. D. Clark (Yam); 2. J. Romp (Yam); 3. S. Fendorf (Yam); 4. D. Paiement (Yam); 5. D. Cunningham (Suz).

OPEN PRO: 1. Warren Reid (Kaw); 2. Mike Bell (Yam); 3. Alan Berlutti (Mail); 4. Eric McKenna (Yam); 5. Ron Turner (Suz).

OPEN INT: 1. K. Willis (Yam); 2. D. Lawson (Mail); 3. S. Hutchens (Yam); 4. N. Christman (Yam); 5. B. Jones (Hus).

OPEN JR: 1. G. Primm (Yam); 2. M. Howard (Yam); 3. J. Cothran (Yam); 4. S. Kenney (Yam); 5. R. Wyant (Mail).

WOMEN'S EX: 1. Dede Cates (Suz); 2. Rhe Helms (Yam); 3. Marcy Lewis (Suz); 4. Louise Bates (Suz); 5. Mercedes Gonzales (Yam).

WOMEN'S INT: 1. Randi Ehraberg (Suz); 2. Jenni Miles (Yam); 3. Donna Gilio (Suz).

WOMEN'S NOV: 1. Shelly Coffee (Suz); 2. Wendy McGraw (Suz); 3. Linda Christensen (Suz).



Howerton busts loose in Supercross action, where he holds second in the points.

Kent Howerton

"It sure feels good to be National Champ again!"

By Terry Whytal

Photos by Charles Morey

The year 1979 was good to Kent Howerton. He piloted his factory Suzuki RH250 to within a few points of the AMA 250cc National Championship MX Series, almost catching Bob Hannah in the last half of the season. "I really thought I had a chance to beat him," remembers Howerton, "but I had a little bad luck at the start of the year and couldn't quite catch him."

Howerton's next trick was to pull an amazing come-from-behind win at the U.S. round of the 250cc World Championship MX Series, and he was just getting warmed up. Climbing aboard an Open class RH, the former 500cc National Champ rode with the poise and consistency of a competitor who knows what it takes to win a tough series and added the Trans-USA title to his list of racing credits.

Two weeks later Howerton won the final stadium race of the year at Anaheim. His victory was no easy task as he fought up from a ninth place start, held off charges by Yamaha's stadium specialist Mike Bell and took the lead away from a flying Warren Reid in the closing laps.

Notes Howerton: "The start is really important in stadium racing; you need a top five start to win,

maybe top 10 if things go your way. At Anaheim, I had Bell pushing me, and we worked through traffic pretty quickly. We caught up to Reid after he had been leading for a long time, and I think he wasn't expecting it or had lost his rhythm. It would have been harder to pass him earlier in the race."

The greatest challenge of '79 still awaited Howerton. The inaugural running of the Superbikers to be held at Carlsbad Raceway included 40 of the top riders from around the world competing on a course with pavement, flat track and motocross sections. The excitement was high, the competition fierce and as the ABC Wide World of Sports cameras watched, the checkered flag came out. Kent Howerton and his Suzuki flashed across the line to be crowned the world's first Superbiker.

"I wasn't surprised we won," notes the blonde-haired Texas flash, "Motocrossers are the best all-around riders, and we have by far the best stamina. The track was really set up for TT riders, and that's how we set our bike up. Disc front brake, Goodyear dirt track tires and everything lowered a bit. It was a real neat race to win!"

Howerton first made his mark on the motocross world in 1975 riding an Open class Husky. Kent

had some trouble that first year but went on to win the 500cc National title in '76. His bikes were clearly underpowered against the new Japanese prototypes, and Howerton's trademark soon became the berm-busting technique of fanning the clutch halfway through a turn. "I had to use the clutch a lot," points out Howerton, "just to keep up with the bikes from the big Japanese factories. Those Suzukis that Tony DiStefano rode were so much faster than my Husky, it was ridiculous!"

Recalling his days with the Swedish Marque, Howerton explains, "If I knew then what I now do, I wouldn't have ridden one minute on a Husky. You wouldn't believe how little I got paid for winning that championship. I had so much trouble in '74 and '75 that I should have left Husky and ridden a Japanese bike for the '76 season. The competition was so much less back then that if I had been riding a bike like DiStefano I could have won many more races, maybe as many as Hannah did in '78."

Suzuki added Howerton to their factory team in 1977 but the next two years were filled with small injuries that kept him from displaying his real talents. "It's tough to do good when you're hurt a lot," says Howerton, "You kinda become timid and maybe just a little afraid. You have to



Kent and Jill are almost always together at the races.

Lawson Leaves 'em Gone With The Wind at Road Atlanta

July 16, 1980 **CYCLE NEWS**



Eddie Lawson on his Kawasaki KZ1000 as seen by the competition.

"Kiss my grits..." Team Kawasaki's Fast Eddie Lawson won both the AMA Superbike and the Lightweight Expert races at Road Atlanta.

Eddie's hard chargin' Team Kawasaki/Kerker Superbike is a production-based KZ1000; the latest edition of the legendary Z-1 which Motorcyclist magazine called "The Most Significant Bike of the Decade."

That's the same Kawasaki 1000 which is "Z" World's Fastest in Don Vesco's streamliner, "Z" Number One in Pro Stock in Sid Pogue's drag racer, "Z" Number

One in Box Stock in Whitney Blakeslee's road racer and "Z" Number One-selling 1000 cc bike of the Big Four. Eddie took Atlanta like Grant

took Richmond. In the Lightweight Expert race his KR250 was the only Kawasaki entered. Isn't it amazing how a little green can make all that yellow turn blue!

Get on down to your Kawasaki dealer and get yourself "Z" good deal now, ya hear? Remember, when you've got the Good Times humming along you ain't just whistlin' Dixie!



Kawasaki

Heh, Heh, Heh

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Tuner Greg Arnette says it all.

overcome it somehow and get a couple of good finishes to regain your confidence."

One of the things that helped Kent regain his form was the good working relationship between himself and the Suzuki Team Manager, Mark Blackwell. With Blackwell's coaching and inspiration, Howerton was able to recapture his speed and confidence. "Suzuki is a good team to race for; the bikes are good, and we have pretty good communication with the factory. We know we are capable of winning, and having a good team manager like Blackwell is great because you know he will back you up and take care of any problems."

At age 25, Howerton seems just to be coming into his prime. As the 1980 race season got under way, the savvy San Antonio rider talked a bit about momentum: "I'm a little worried about the lay-off between the seasons because I don't want to lose the edge I had last year. I really peaked as the 250cc Nationals ended last year, and I have to keep up my momentum somehow. It's important to keep in tune for racing without actually having to compete and burn-out in the off season."

He needn't have worried; 1980 would turn out to be his finest season. Trailriding with teammate Brian Myerscough and racing in local events near his home in Texas, Howerton fine tuned himself for the first race of the year, a Supercross event in Seattle's Kingdome stadium.

A bad fall on the first lap left Kent with an injured arm and a last place position. Remounting quickly he charged up through the best riders in America to finish fifth. In pain after qualifying for Sunday's race Howerton admitted, "My arm is really swollen bad and feels like it's broken. I know it's not, but I can't lift it higher than the bars!"

Displaying the determination that pushes a champion to do his best under any circumstances, the Suzuki ace moved up from a poor start to finish sixth and nail down second place in the Supercross standings behind Mike Bell.

Winning at Oakland but suffering from bad starts on most Supercross tracks would leave Howerton in second place for most of the stadium series, always within striking distance of leader Bell but working hard to do so. "The problem with the starts was the stadium bikes we tried to ride at the beginning of the year. They were too short and would just wheelie on the starts if you got on the gas hard. I'm pretty sure I would be leading if we had used my outdoor bike."

Indeed the outdoor tracks would be better suited to Howerton's famed come-from-behind drives that had often carried him to victory in the past and would now carry him to the 250cc National Championship. Kent opened the season with a convincing win at the Hangtown classic and backed it up with the overall at the next week's

Saddleback National. "We weren't really ready at Hangtown but won anyway," commented Howerton in the pits between motos at Saddleback, "But we're ready this week, and the bikes are working great. I've never felt better about my riding, and I think we're gonna win this year."

And win they did as Kent and company continued to dominate the series with a string of overall wins and a 77-point lead over second place finisher Bell.

The Greg Arnette-tuned RH250 performed flawlessly the entire season. With Howerton on board, riding smoothly and consistently, the championship series seemed almost effortless and trouble-free. That was on the track, but Howerton remembers that incidents before the race often presented their own humorous difficulties: "I was having some stomach problems before the Colorado National and was in the can just before the race. Mark (Blackwell) was yelling that the two minute sign was up, and I threw on my gear real quick and took off running. The pits seemed like they were two miles from the starting line, and as I got to the line, I saw the sign go sideways. My bike was at the far end so I took a chance and ran right in front of the gate because I figured they wouldn't drop it with me in front. At least that was what I hoped!" Howerton made it to his bike okay, finished third for the moto and clinched the overall victory in the final 250cc National. A fitting finale to the season.

We had breakfast with the Champ and his wife Jill the morning of the Bel-Ray 500cc USGP of Motocross, and after the standard fare of bacon, eggs and several coffee refills, the talk turned to motorcycles.

Kent: At the first of the season, I thought I could win every moto. I was really in great shape and riding better than I ever had.

Jill: That was the plan at first. But after Saddleback, Kent still figured he could win every overall. That's what he was really trying for.

Kent: Yeah, I burned myself out at the first moto at Saddleback working up from a bad start and taking over the lead, and I guess Trips was just cruising along and finished fifth or something. I just was too tired to work past him early, but I thought I could pass him on the last lap where he took a slow inside line and I knew the outside line would be faster at the end of the straight because the line was smoother.

I don't know what the flagman was doing. He had the two-lap sign lying on the ground and he had the blue flag, the white flag and the checkered flag all in his hands. I couldn't read my pit board cause the mechanics were off to the side, and I was concentrating on Trips. When the checkered flag came out, I thought there was still one lap to go.

CN: How did you have the confidence to plan on winning every moto in the 250cc class against so many top riders?

Kent: Well, you know, it's kinda like if you read a book and then you know what it takes to read another book, and pretty soon you can read any book. It's the same when you ride every week against the same guys. You learn how fast they ride, and you know pretty well when you can ride faster. Some of the guys can really ride fast but aren't consistent enough to always do good.

Jill: I think Kent just knows he can do it.

Kent: I was having some problems with injuries before and now I'm finally completely healthy. I have been working out and training and just getting stronger and better in shape than ever because there aren't any injuries to hold me back. Last year toward the end of the season I was feeling pretty good. My confidence started building as I found out that I could ride faster than Hannah. At Southwick I caught him and took over the lead. He stayed with me, but my mechanic said that they gave him the pit sign to go faster with two laps left, and Hannah just shook his head. He was going as fast as he could.

CN: It would have been quite a season if Hannah had been able to race this year.

Kent: It would have been a lot tougher, but I think I could have beat him. Hannah has always done good for more reasons than just riding fast. He's always been in such great shape that he could always go fast. Other riders can ride as fast as Bob but he can go fast in every race, the whole race, and other riders tire or make too many mistakes. That's why I did so good this year because I'm finally in great condition. Hannah also wins because he really wants to win hard enough to really try. And he has the confidence to know he can.

CN: Most of the riders are working hard on their conditioning....

Kent: True. That's another problem because they can go faster than their skill level and eventually take themselves out. The thing is, you have to be careful not to let them take you out, too. Especially in the

stadium races. I think there are just too many riders in a stadium race. The racing would be better with less riders but riding faster. If you can't get a good start, you can't really work up and win. I really don't like having to ride so rough and bump guys and block pass to get around. I think if you are going faster there should be enough room to just blow by and never touch.

CN: The Supercross Series has been tough for you.

Kent: It has, but I still think I have a chance to win it now that we are riding our outdoor bikes. I'm getting better starts, and Bell isn't too far ahead... about 30 points or 29 or something. If he has one bad race, I'll be right in it. Of course, if I have a bad race that will pretty much put me out....

Jill: Kent's going to win the Superbowl.

Kent: I sure do need to. I know that Bell must be really nervous about the series. It's his first chance at a title, and I know how tough that is. He finished second in the 500cc Nationals last year behind Danny (LaPorte), then second in the Trans-USA and now second in the 250cc National class this year. It's got to bother him. I know he wants to win. But nervous or not, Bell is a very good rider. He'll be tough to beat. I think he was kinda discouraged in the 250cc Nationals, and it affected his riding. But he goes really fast in the stadiums.

Jill: We thought there were only going to be four more races, but now there are five. The Yamaha guys are saying we're just going to keep adding races until Kent wins.

Kent: Another rider who is really getting to be a threat is Warren Reid. He's always fast, but he has the worst luck. Something always goes wrong for him, but I think he will get a lot more consistent in a couple of years.

CN: He always seems to be the guy you take the lead away from.

Kent: Like at Anaheim last year and then at the Superbikers... I remember he tried to square-off a turn on the pavement like you would a motocross turn, but we were going way too fast and pavement is different! You can go just so fast and then suddenly no traction!

At Colorado I thought he was finally going to beat me. I caught up to him in the second moto, and I thought he was leading. I had worked up from a poor start. I was still tired from running down from the pits and my stomach hurt pretty bad. Real bad! I just couldn't get enough energy to go around him. Of course Darrell was actually leading and I just didn't know it then because Greg Arnette, my wrench, wasn't at Colorado, and Rick was helping out but didn't really know how.

CN: You won the first moto though.

Kent: That really makes me feel like I showed everyone that I deserve to be the National Champion. I had a last place start and worked up to win. You wouldn't believe how rocky it was! Rocks this big (gesturing with hands around 12 inches around) all over the track, and dust, too. Right at the start I thought, "Well that's it, I'll never win this one." But I just kept working my way up and finally I got the pit sign that I was in fourth. I still thought I was pretty far back. When the two-lap sign came out, though, I could see those guys ahead, and I just got on the gas and went right by them. It felt great.

Jill: Roy Turner (Kawasaki mechanic) said, "I thought Kent was gonna let us win one."

CN: The year is still young, and the 250cc USGP is ahead. Then the Trans-USA, too. How do you see things going?

Kent: I really want to win at Unadilla again. I think that's the best track in the U.S. I wish they were all like that. I think I can win the Trans-USA even though the class will be tougher this year with everyone on 250cc bikes, and Hannah might be back. I'm not sure that he will be strong enough to win after such a long lay-off, but I'm sure he'll try.

We've been working with the new floater rear suspension, and I think it's working pretty nicely. Our cantilever suspension is working good right now, too, but the floater seems to give the bike a little bit more feel on off-camber and seems more stable. It needs more time to develop though, and the regular suspension is really improved after we tried Ohlins. We kept testing and testing the Kayabas, but it was useless. They just didn't work right. We put on Ohlins and picked up three seconds a lap on the test track.

CN: Well, I guess we better head over for the track. Good luck and stay on the gas. We need the heroes.

Kent: Thanks, I'm gonna keep winning, I think. I know I never felt better or rode faster. It seems like I just keep riding faster and faster. There must be a limit, but so far I just keep amazing myself that I can always go a little bit faster when I need it. It sure feels good to be National Champ again. It's been a long time!



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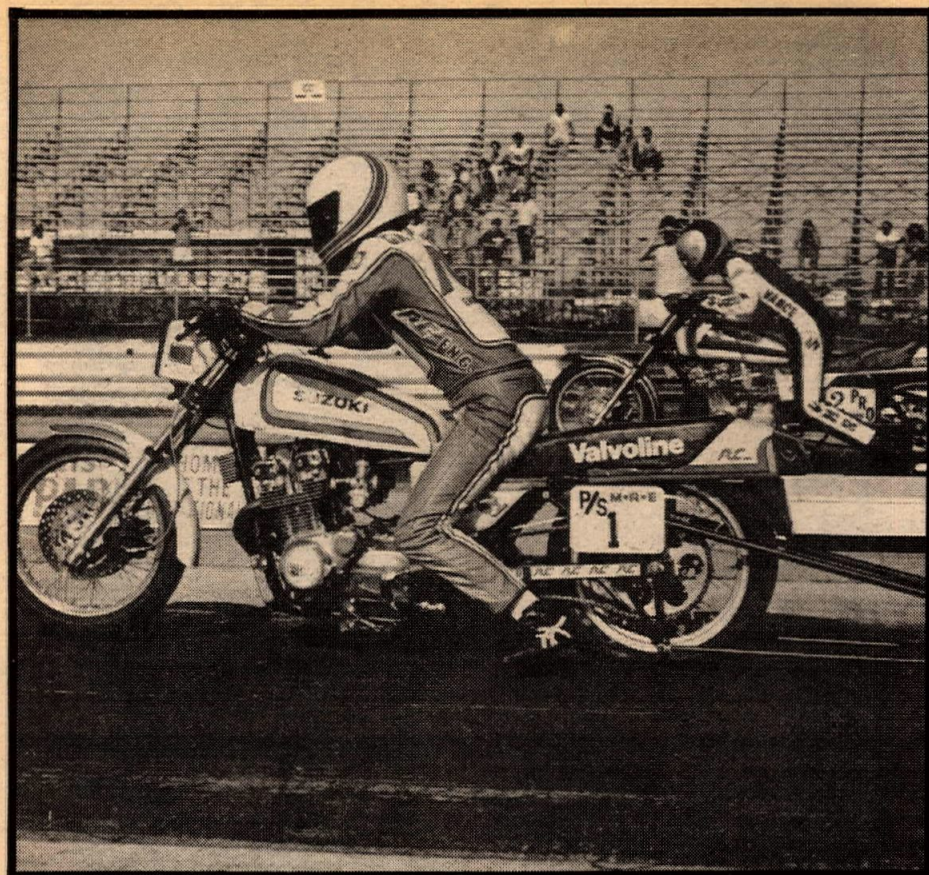
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Bob Carpenter (near lane) put a holeshot on Terry Vance to take the Pro Stock final, running a 9.053/144.69 quarter mile.

Carpenter back on form at NMRA Indy Nationals

By Greg Guarinello

INDIANAPOLIS, IN, JUNE 28-29

Bob Carpenter returned to the winner's circle after adjusting to a new job and a brand switch, at NMRA's U.S. Nationals held in spacious Indianapolis Raceway Park. Carpenter, head

of Research and Development at R.C. Engineering, set low ET (9.034) enroute to his first win ever aboard his new Suzuki Pro Stocker. Joining Carpenter in the winner's circle were: Jim Bernard (Top Fuel) and Mike Bruso (Super Eliminator).

Top Fuel

The number one qualifier was Danny Johnson's blown Kawasaki. Johnson ran a 7.651 at 188 mph which held up for low ET of the meet and high mph. The National Number One Yamaha of Teson and Bernard wound up in the number two spot. Bernard rode the bike to a 7.770/177.16. Midwest National champ Frog Thacker put the Naff-Lewis-Thacker Kawasaki fueler into third position with a 7.920/181.08 pass. Rounding out the top of the field was Southeast National champ, Elmer Trett. The potent twin Harley-Davidson ran a 7.921/173.41.

Round one of eliminations was really an underdog's dream as two of the top four qualifiers were upset. Leading the parade was number five qualifier, Roland Stuart. Stuart's double Harley used the Raceway Park concrete pad perfectly as Roland laid an 8.310/169.81 clocking on the normally hard charging Johnson. Johnson slowed down to an 8.564 at 176.12 mph in a losing effort. Next up were Frog Thacker's blown Kawasaki and Larry McBride's radical blown Harley. While Thacker was the undisputed

favorite, McBride and Bell had other plans. When the light turned green the Virginia based H-D bombed out of the hole, putting Thacker in a position to play catch up. As Frog gamely tried to overtake the flying Harley, he lost an engine, assuring the McBride and Bell machine an upset win. On the run McBride clocked an 8.323/167.91 mph to Thacker's losing 8.411/147.34. The third pairing saw Jim Bernard face off against his old machine, the Hickman and Hand "Red-neck Express" ridden by Chris Hand. The two riders left even and only the electric eye could tell the crowd who won. The win lights were lit in the Yamaha's lane as Bernard ran a 7.926 with no mph recorded to Hand's close 7.967/175.09. The final run of the round saw Elmer Trett's twin Harley take on the new blown Kawasaki of Steve Cooper. Trett took his "great American Freedom Machine" to the win with an 8.039, 169.17 mph pass over Cooper's losing 8.843 at 163.04 mph.

The second round began with the two first round upset winners facing off against each other. Both the McBride and Stuart Harleys left even, but, in a tight race, the Stuart machine squeezed out the win, posting an 8.547/166.66 to McBride's losing 8.590/154.37. The other semi final was to be race between the Yamaha of Teson and Bernard versus Trett's Harley. As the pair staged, though, Trett's machine displayed a problem in the front motor and lost fire as the light turned

green. Bernard advanced into the final with a strong 7.754/179.28.

The final came down to a battle between the California Yamaha and the Florida Harley-Davidson. When the light turned green the two machines left even but Bernard immediately experienced some wheelspin and rolled off and on the throttle not once but twice. Meanwhile the Stuart motorcycle was motoring down to the finish line. Unbelievably, after the second throttle roll off, Bernard's bike finally hooked up and he blasted on towards the Stuart machine and victory. Bernard managed to pass the Harley and in doing so the National Number One plate holder won his first NMRA event of the season. Bernard's winning time was a 8.29/116.97 to Stuart's 8.589/165.74.

Super Eliminator

As is becoming the habit in Super Eliminator, Mike Bruso on the Power Enterprises Kawasaki was fast qualifier with a new national record 7.827 at a record 177.86 mph. Bruso's biggest competitor, Jon Baugh, was the number two qualifier aboard the Orient Express Kawasaki. Baugh ran a new A/DT record ET of 8.116/166.97. Baugh later lowered that mark to an 8.04. The number three qualifier also set a new ET record as George Babor aboard the Orient Express Funny Bike ran an 8.384/161.87. Number four qualifier Bob Malloy, recently added to the R.C. Engineering racing team, ran an 8.430/161.87.

Eliminations began with Bruso easily downing Bruce Litton, 7.839/175.78 to Litton's 10.64/89.10. George Babor on the Orient Express Funny bike also had an easy time as he defeated Sonny Michalowski with an 8.73/152.54 to Sonny's 9.771/148.76. The other Orient Express motorcycle, with Jon Baugh aboard, earned a spot in the semis despite bogging badly on the line. Howard Key got out first but developed a problem in the mid-range and had to watch his starting line advantage disappear. Baugh won with an 8.597/166.97 to Key's 10.471/90.72. Bob Malloy ended the round with a freebie into the semis as Steve Stordeur broke and was unable to make the round. Malloy ran an 8.393/161.29.

Round two saw Mike Bruso going up against Babor. The two riders left together with Babor's front wheel high in the air. At about the 500 foot mark the stiff side wind grabbed Babor and moved him into Bruso's lane, giving Mike the automatic win. Bruso went into the finals despite a rather slow 8.395/166.36. Babor ran a losing 9.350/142.65. Jon Baugh and Bob Malloy fought it out for the other finalist as Baugh took a close win, running an 8.333/163.33 mph to Malloy's 8.340/160.71.

For the third National in a row, the final came down to the A/F Power Enterprises Kawasaki and the A/DT Orient Express Kawasaki. When the green hit Bruso was gone, taking a slight lead and building on it all the way to the finish line. The win was Bruso's third in a row in NMRA National competition. Bruso ran an 7.962/172.41 to Baugh's 8.373/163.33.

Pro Stock

Bob Carpenter showed why he's the reigning Pro Stock National Number One with a tremendous performance and show of consistency. Carpenter's reactions coupled with some very consistent times proved to the Pro Stock world that he was indeed back for an all-out assault on the class.

Carpenter led all qualifiers with a fine 9.050/144.92 run on the R.C. Engineering Suzuki. The second position was filled by Terry Vance of Vance and Hines Racing. Terry took the Suzuki to a 9.116/147.54. "Superbike Mike" Kyte was the number three

man as he ran a solid 9.144/142.85 with the red and white Kawasaki. Cedric Johnson was the fourth qualifier with a 9.209/140.62 run on the Kawasaki.

Round one got underway with Carpenter taking the early bye with a 9.042/145.39. The second run saw "Superbike Mike" Kyte going up against the Kawasaki of Jay Wade. Mike took a slight lead off the line but shifting problems in the mid range gave Wade all the time he needed to go by for the win, running a 9.457/139.75 to Kyte's 9.544/136.98. Vance was next up with his Suzuki to go against Vicki Farr's R.C. Engineering Kawasaki. Vicki put a slight holeshot on Terry, but Terry caught her at the top of second gear and went on to an easy win. Vance ran a 9.175/145.16 to Farr's 9.324/140.40. Cedric Johnson and Butch Pace ended the round as the two Kawasaki riders squared off. Pace's mount was obviously hurt — smoke was coming out of the exhaust pipe as Butch wicked the throttle. Cedric wasted no time on the green and took a commanding lead, running a 9.253/140.18 mph while Pace clicked off, recording an 11.397/86.28.

Carpenter opened up the second round with an all too easy victory over the Kawasaki of Jay Wade. Carpenter left on the first hint of green and went on to run a 9.063/144.69 to Wade's losing 10.593/88.14. The other semi final saw Terry Vance catch up to and pass Cedric Johnson as Terry ran a 9.082/145.39 to Johnson's 9.414/140.18.

The final in Pro Stock was a familiar sight, but the turn of events was much different. In fact there were two final runs in Pro Stock as a malfunction in the tree caused the two riders to be given a handicapped start for the first run. On the rerun, Carpenter got Vance out of the hole and ran machine-like down the quarter mile for his first win of the season. Vance ran a 9.230/143.76 in his losing effort while Carpenter ran a 9.053/144.69 to put a smile on a trackside Russ Collins' face.

Pro Comp

Geoff Masters opened up eliminations with a 9.131/141.50 bye run on the Wiseco-sponsored Kawasaki. Points leader Rick Stetson then put away the A/G Harley of Bill Baker; the Honda running a 9.441/137.61 to Baker's 11.254/116.73. Mike Puglia was the next victor as he easily handled Larry Sterling's A/G Harley, running a 9.681/136.61 to Sterling's 10.577/114.50. Steve Dunbar was the only Harley-Davidson mounted rider to survive the round as he knocked off fellow A/G Harley rider Mick Benbert, running a 10.048/128.93 to Benbert's losing 12.026/108.43.

The semis opened with Masters catching a good light as the Kawasaki rider defeated Stetson's Honda, 9.127/140.18 to 10.449/83.41 mph. Mike Puglia ended any hopes of a Harley winning when his little Kawasaki two-stroke dragster defeated Steve Dunbar's A/G Harley, 10.051/136.98 to Dunbar's 10.63/125.52.

The finals pitted Midwest Nationals champ Masters against first time Pro Comp finalist Puglia. The two riders left even but the Masters' Kawasaki lit the win light. Geoff posted a 9.249/138.88 to Puglia's 9.889/133.13. Masters' win on Ron Krol-owned, Krol Cycle, Wiseco and Klotz sponsored Kawasaki is the second straight for the team.

Results

COMP ELIMINATOR: 1. Paul Gast, 9.967/130.81 (Kaw); 2. Danny Voak (Yam).
MOD ELIMINATOR: 1. Lance Boyer, 10.349/132.15 (Suz); 2. Steve Molitor (Suz).
STOCK ELIMINATOR: 1. Ed Hedrick, 12.482/95.03 (Kaw); 2. Vic Force (Suz).
COMBO ELIMINATOR: 1. Vic Force, 13.752/90.72 (Hon); 2. Jeff Johnson.
ET: 1. Larry Ballard, 11.758 (Hon); 2. Kevin Gilham (Kaw).

TEN YEARS AGO

Washington's Mt. St. Helens still had nearly 10 years of peaceful slumber left to go, so to liven things up, the Mt. St. Helens M.C. hosted a National TT and **Dick Mann** (BSA) erupted and took the win. Mann had battled for several laps with Rookie **Dave Aldana** (BSA) before the two tangled and Aldana went down. **Don Castro** (Tri) finished second ahead of early leader **Mark Brelsford** (H-D). **Chuck Joyner** (Tri), who would later dominate the Castle Rock TT in the middle of the decade, won the Amateur main event.

A 40-rider squad was selected for the International Six Days Trial and **Bud Ekins**, **Mike Patrick**, **Malcolm Smith**, **Jeff Penton**, **Ron Bond** and **Bob Fusan** made up the Husqvarna-backed World Trophy team, the first U.S. effort in World Trophy competition (prior to 1970, World Trophy teams had to compete on motorcycles manufactured in their own country, and it was difficult to beat the Czechs riding Harley 74s). The U.S. ISDT team also had a pair of father/son efforts, with **John Penton** riding along with sons **Jeff**, **Tom** and 16-year-old **Jack**. **Herb Uhl** was listed, along with son **Bill**.

Edison Dye's Viking Series continued with a round in Puyallup, WA, and the winner of the International class was the same as the winner of the previous two, **Heikki Mikkola** (Hus). **Torlief Hansen** (Hus) won the second moto, but broke a chain while leading the first. CZ-mounted **John DeSoto** placed fourth overall and was top American.

Valerians, an L.A. shop specializing in two-strokes, was a regular advertiser in the pages of Cycle News, and their ads were, uh, contemporary. We quote from one: "Your mission — should you accept it — is to call 213/555-5555 and tell whomever answers that you saw this ad and have an overwhelming desire to buy something at Valerians. (This ad will not self-destruct, but will continue staring at you until you turn the page.)"

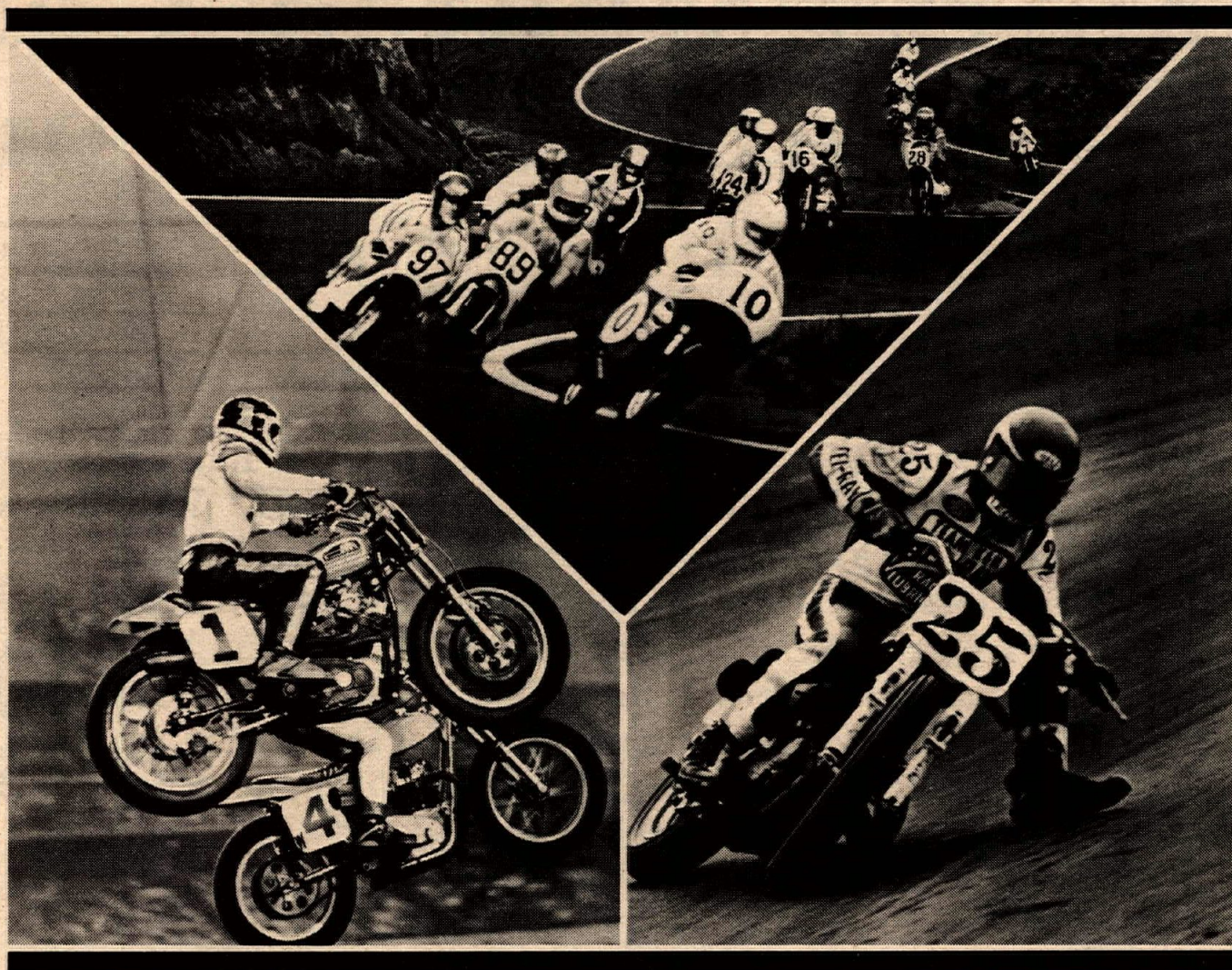
Indian Dunes Park opened its doors to daily ORV use on July 1, 1970.

Desert Heavyweight class points leader **Whitey Martino** (Hus) took the overall win in the Lost Coyotes hare scrambles. **Tom Poteet** (Bul) finished second and won the 250cc class. **Terry Clark** took the victory in the 100cc class aboard a Harley-Davidson Baja.

Jim Wilson (Gre) continued to be the hot man in southern California motocross, taking two victories in a day race at Carlsbad, and then two more in two nights of MX at Ascot Park.

Speaking of Ascot Park, Norton finally got into the winner's circle there as **Paul Conserriere** took the Trophy Dash and Expert main, and **Dewayne Keeter** backed him up with a second in the Trophy Dash. **Rex Beauchamp** (H-D) became only the second out of state Amateur to win on the Gardena half mile, and **Gary Scott** won his second straight Novice main.

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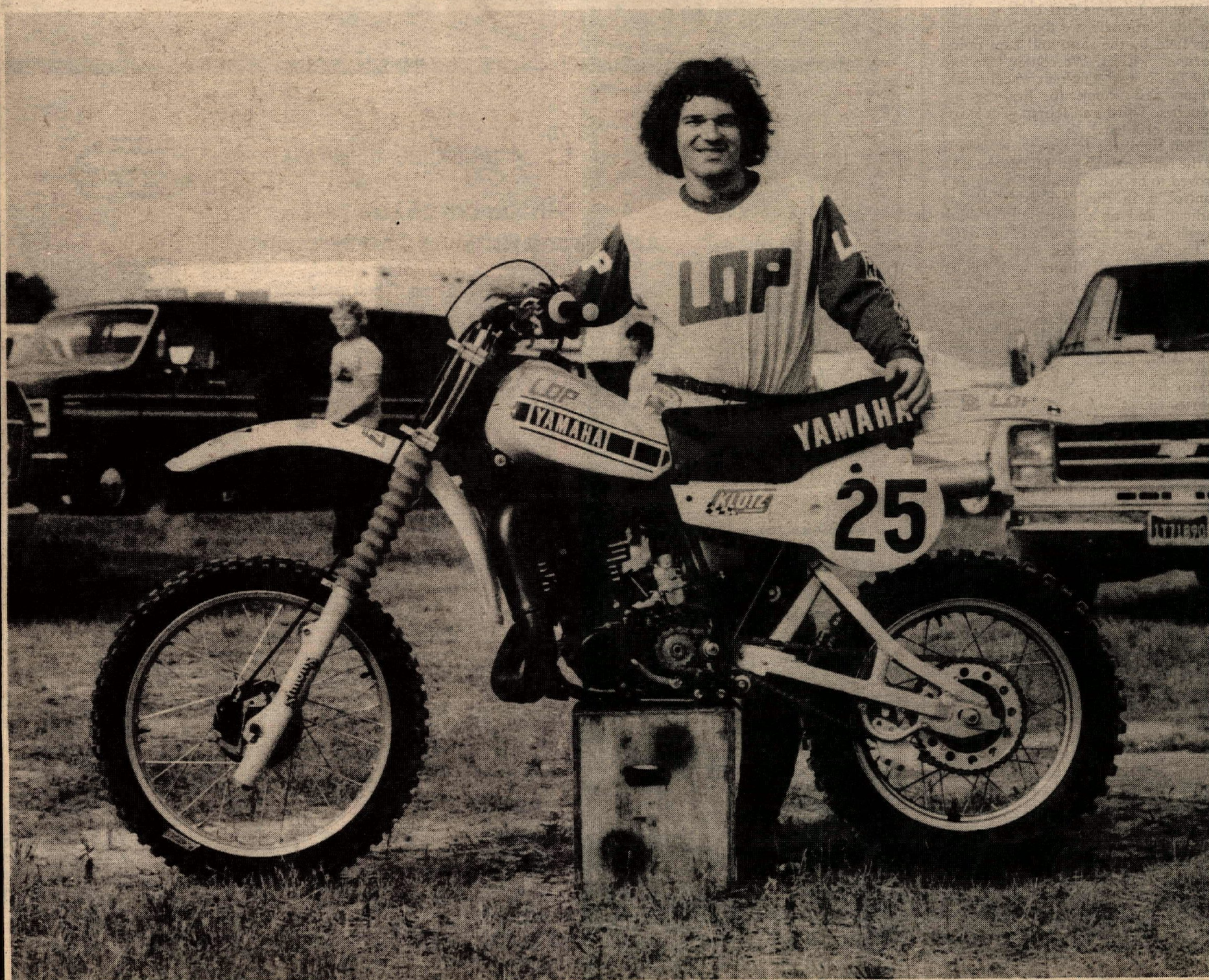
Marty Moates' Carlsbad Grand Prix winner LOP 493cc Yamaha YZ

By Jim Gianatsis

Photos by Gary Van Voorhis and Gianatsis

When factory riders like Danny LaPorte and Rick Burgett began complaining at the 500cc Nationals that Marty Moates' LOP Yamaha was blowing them off on the straightaways and that they weren't making back up any of that lost ground in the corners, you had to figure there was something a little fishy going on. Even if Yamaha's YZ465G was supposed to be the best production motocrosser of the 1980 season, there was no way a stocker could rip the numberpanels off its OW41B works bike counterpart, then chew them up and spit them out on the roughest tracks where a works bike should have had twice the suspension.

Or could it?



It was at the Bel-Ray 500cc USGP of Motocross that a lot of other dazed and bewildered World Championship riders were asking the same question. Riders like 500cc series points leader Andre Malherbe, who wasn't used to being beaten off the starting line with his potent RC 450 works Honda, nor Brad Lackey whose monster 499cc Kawasaki Uni-Trak which held nothing in reserve during the second moto battle with Moates...

There was one big secret to the LOP Yamaha which Marty rode and even a couple of little secrets. The big secret I found out one weekday morning out on the Nationals when Marty and I went running. He happened to let it slip out that his bike had its engine stroked out to 493cc! It was the biggest displacement, most potent bike in the Nationals. This running thing also left open all kinds of new possibilities for finding out secrets from factory riders when they might be left in a weakened physical condition.

Immediately I arranged a test of the bike with Marty and Laurens Offner. Laurens owns LOP Racing, an Illinois based accessory distributor and manufacturer of motocross products. But it is the racing team itself, and not the accessory company, which commands all of Laurens' attention. Besides serving as owner, manager and whatever else, he is Marty's personal tuner and mechanic. This is the second season Marty has ridden for LOP, and it must be a strange feeling having the boss working for you.

"When Laurens first built my bike for the Nationals, we took it out into this field by the shop and kept doing burnouts with it. We couldn't believe how fast it was. The rear wheel would almost never hook up. Just dig big trenches. Third and fourth gear starts were no problem.

"But then, the first week we took it to the Nationals at Mt. Morris the bike proved to be just too much. I couldn't control it in the corners it was so radical, and on the straights I wore myself out just trying to hold on to it."

The following week was spent in testing different cylinders with milder porting modifications until one with the right tuning was found. From that point on, Marty could be found up at the front of the pack dicing it out with the factory riders every weekend. The Nationals leading up to Carlsbad saw Marty finishing eighth in Michigan, fourth in Georgia and sixth in Colorado. It was the confidence of racing on his own home turf at Carlsbad, though, near his home in San Diego that allowed him to snare both moto starts at the Grand Prix and carry the lead all the way to the finish line.

Laurens remains silent about the modifications he has made to Marty's engine, other than to admit the cylinder has been ported. The increase in displacement from 465cc to 493cc is a major machine shop operation requiring new crank flywheels, relocation of the crank pin further out from the crankshaft center line, and a new shorter rod. To help keep the power manageable even with the milder cylinder porting Laurens runs 2.85 drive gearing, the tallest possible, and fourth gear starts are still possible. The increased torque loading is hard on the stock Yamaha gearbox causing the gears to twist and distort on their shafts. Nearly every race requires the transmission to be rebuilt with new gears for the following weekend.

Riding the 493cc bike proved to be surprisingly easy. I rode it on the Atlanta International Raceway motocross track right after the National and the entire bike and engine felt as tight and fresh as if it were brand new,

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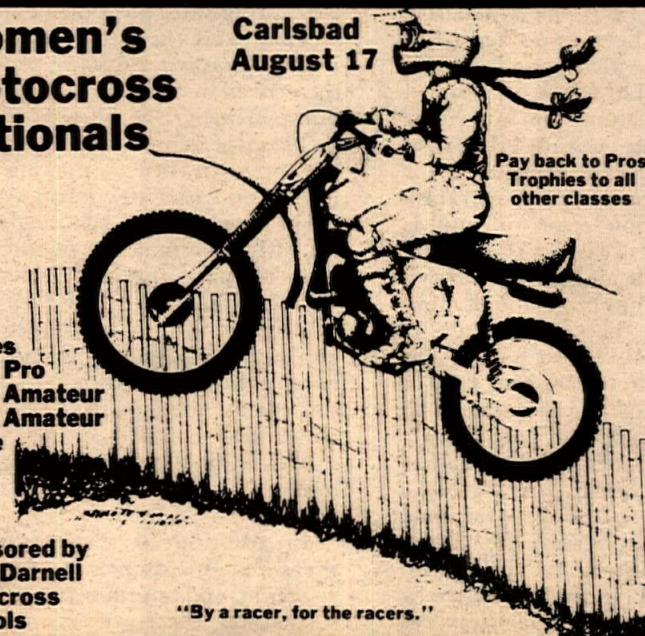


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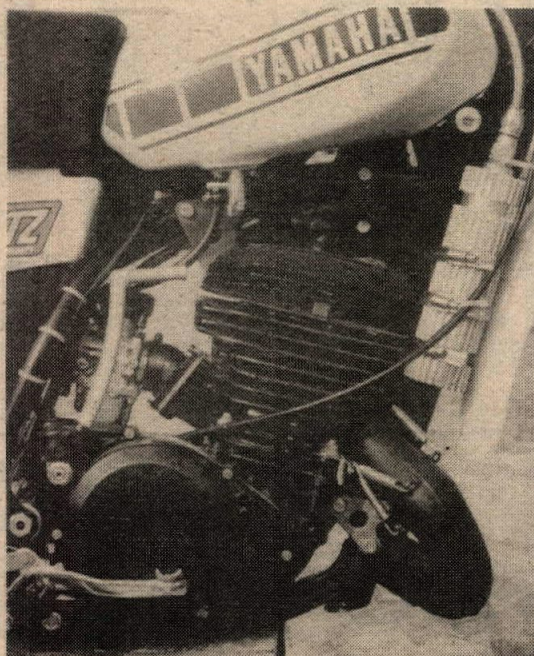
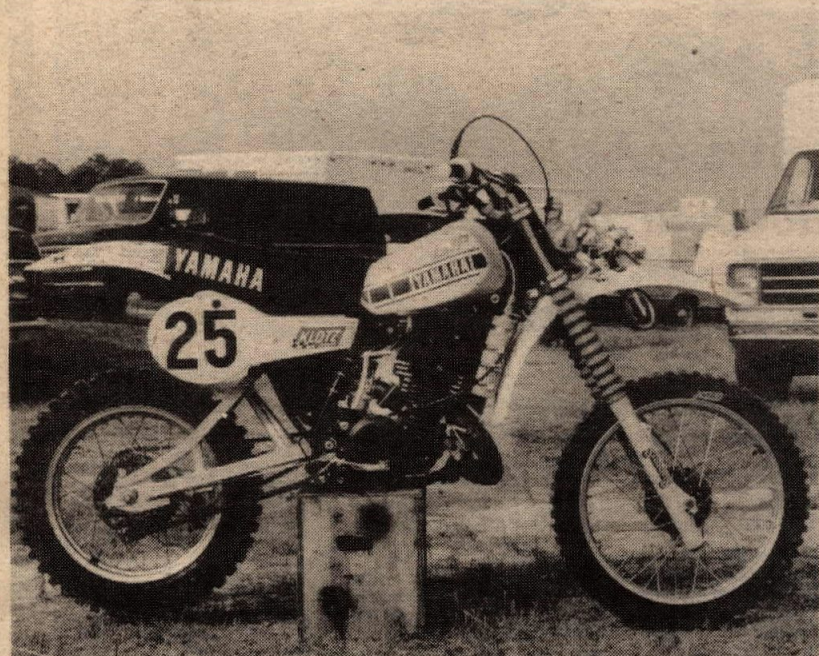
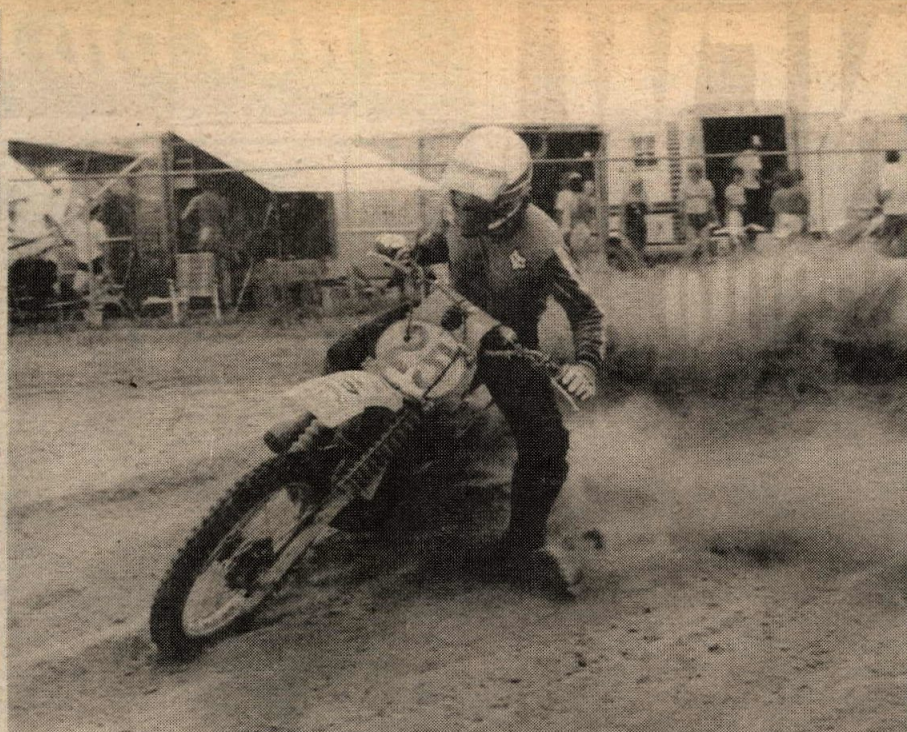
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(Clockwise from top left) Laurens Offner holds the LOP-modified shock reservoir, made from a '79 Yamaha monoshock. The Greek found the bike light and easy to control. Twelve inches of suspension travel calls for a tall crate. Enlarged to 493cc, the motor offers a good powerband. Weight is 206 lbs.

not like it had two hours of practice and racing on it. Third and fourth are the working gears, and you almost never hit anything as low as second. The engine is so smooth, and the powerband so wide, pulling down to 2,000 rpm in the corners and throttling my way out without the clutch I found I could almost use third gear all around the track except for two of the longer straights where I got to click into fourth gear for a few seconds.

Fast? Yes. But the powerband is so deceptively smooth and wide, pulling between 2,000 up to over 7,000 rpm that there are no radical power surges to scare the rider. The rear 4.50 Metzeler tire does a pretty good job of hooking up despite its seemingly minimal size for the task it is presented, and bringing up the front without breaking the rear wheel loose is an easy thing to do. The only time you have to really be careful with the power is on jumps where the usual quick throttle blip to bring the front end of the bike up is more than enough to flip the bike over backwards. Just remember never to use more than one quarter throttle anywhere on the track...any more and you better be parked in the pits with the engine turned off and the transmission in neutral...or else you're bound to get in trouble.

The engine isn't the 493's only strong point. To go fast with any kind of control requires excellent suspension and the 493 has it. The front forks are 38mm air/spring Simons with magne-

sium sliders, reworked damping and 300mm of travel. Marty likes a mixture of different weight Yamaha fork oil to attain 7½ weight which works best for him. The complete fork assembly has been reduced in weight, and rigidity has been increased through the machining of a special aluminum steering stem to replace the stock steel stem. Lighter triple clamps with double pinch bolts complete the modifications.

The rear suspension has received just as much attention. The swingarm is stock Yamaha, but the Monocross shock unit has been reworked with White Brothers valving and special three-weight oil. The shock is lightened internally with aluminum bushings and valves, while outside the steel pivot mount bolts are exchanged for titanium. The shock's remote frame-mounted deCarbon reservoir unit is actually the body of last year's F model shock which has been machined down to a smaller size, but offers much more air/oil capacity than this year's G model reservoir to prevent overheating. Laurens says that LOP is in the process of manufacturing a similar reservoir assembly for sale as a bolt-on kit. The stock shock body has had additional snap ring grooves machined into it so a longer two-stage spring assembly can be used, consisting of the stock YZ spring and an extra firm IT spring. With shock modifications, the rear wheel travel is increased to 310mm.

On the track, the suspension proved to be very soft just like many of the better prepared factory bikes. Sitting on the bike finds it sagging some 4-5 inches into its travel. On medium-size bumps and even in large whoops the bike can bottom out severely, while damping rebound is so light the bike literally bounces back up into the air after landing.

The reason for such soft spring rates and light rebound damping is that the suspension will respond quicker in rough, high speed sections of a track. Soft spring rates prevent the bike from kicking and bucking, while quick return damping allows the suspension to recover in time to absorb the next bump. Having the bike settled so low in its suspension also has an obvious advantage in corners, making the bike lower and easier to control. What has been done is that the suspension is tuned for the majority of track conditions to make the bike easier to ride with less fatigue, causing some sacrifice in handling performance for bigger bumps and jumps. A much better compromise than trying to tune the suspension to cope with every track condition, causing an even larger sacrifice in overall handling performance and an increase in rider fatigue.

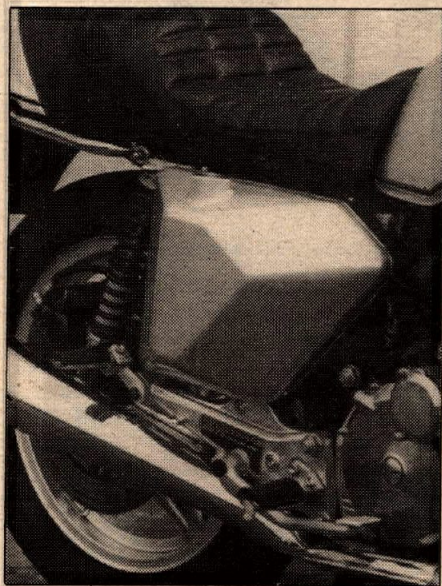
In addition to the weight saving measures already pointed out, all the titanium and aluminum used in the suspension, there are even more lightweight goodies in the rest of the bike.

Nearly every bolt and nut in the frame and engine is made of titanium. Wheel hubs are special sand cast magnesium OW units from the Yamaha race team, laced up to stock spokes and D.I.D. rims. Renthal aluminum handlebars and even a works Suzuki RN aluminum kickstarter lever have found their way onto Marty's 493.

It is a fact that Laurens has always prided himself in trying to build the lightest production-based bikes possible. With the 493 though, Laurens has gone beyond that to the point of building the lightest Open class bike in this year's Nationals, a bike that is even lighter than the traditional light factory Yamaha OWs and Suzuki RNs. How light is light? Even lighter than most factory 250cc works bikes. The 493 weighs only 206 pounds, well under the weight of the stock Yamaha YZ465G which is 230 pounds. For the Carlsbad Grand Prix, Laurens had to replace most of his lightweight parts to get the bike back up to the FIM's new minimum weight for the 500cc class at 224 pounds.

The LOP 493cc Yamaha is in every way...engine performance, handling, light weight...as good or better than a factory works bike. And with Laurens Offner turning the wrenches, it has also proven to be one of the most reliable bikes on the National circuit. All that was needed to prove its worth was for Marty Moates to win the United States Grand Prix at Carlsbad with it.

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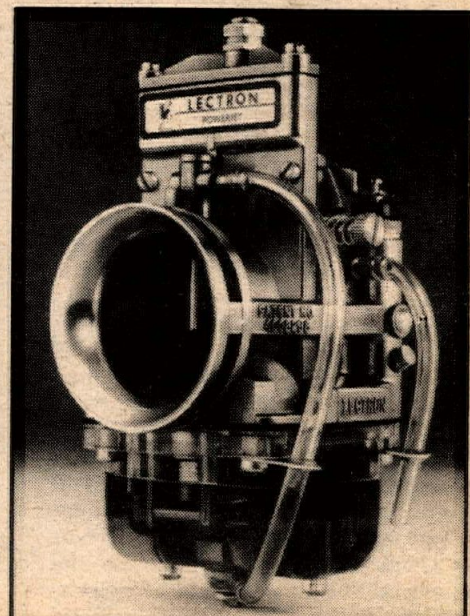


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MIKE GOODWIN— LIFE IS JUST A SUPERBOWL OF CHERRIES

By Rex Reese

(Okay, music please: dum-dum dum-dum dum-dum) With the running of the ninth edition of the Superbowl of Motocross at the Los Angeles Memorial Coliseum on July 12-13, it can be said with a fair degree of certainty that Mike Goodwin (the event's founder, promoter, producer — you take your pick) has assured himself a place in motorcycle racing in particular, motor sports in general, but not in the least that nebulous and glowing neon sign that spells out "Show Biz."

It is in the areas of motor sports, show biz and corporate thinking that Mike Goodwin has been trying to cover for almost a decade. With all of these elements wrapped up into one event which is called the Superbowl of Motocross, he has been able to do it successfully — even though Goodwin admits that for himself it's a financial loser. Well, not really, but you know what I mean, right?

It is hard to believe that something which has been running as long and as successfully as the Superbowl only puts a few dollars into the pocket of its promoter, but no matter to Goodwin, since most of his eggs are in real estate, his real money maker, which helps him support his Supercross habit much like the kind of job that us mortals have which is barely enough to finance a trip out to the movies. It is the power of his holdings in real estate, not to mention antiques, oil wells, and God-knows-what-else that has since put Mike and wife Diane into a cozy Laguna Beach hillside home, fast cars, gold toilet fixtures, several motorcycles, exotic trips around the world that you can only dream of. Oh yes. Don't forget the Supercross.

Goodwin admits that while his Superbowl may not be providing him with the kind of payoff equal to his other interests, he is banking heavily on the potential that Supercross racing will hold for the future. Suffice it to say, Mike Goodwin believes that with proper care, future Supercross will cast a long shadow over just about every other majorsport in the United States. And with what Mike has got ticking in his head, the rest of the world isn't too far behind.

Such words are a far cry from the Mike Goodwin of 10 years ago. Basically, Mike was a small, yet fairly successful rock promoter, having staged, among other acts, Janis Joplin's last tour. He went on to promote a number of motocross races, only to lose his shirt over them. It was during a vacation from his miseries that Goodwin says that he had heard where a promoter had staged a motorcycle

race in New York City's Madison Square Garden, packing the place. From that inspiration came the notion: "Well what if..." And the idea of using the Coliseum in Los Angeles was hit upon. After being laughed at by several already-established promoters, Goodwin scraped up the last of his own money and threw himself on the mercy of the Coliseum's management to give his cock-eyed idea of motorcycle racing a chance. The race was held, a few thousand people filled the mostly vacant 100,000 seat capacity facility. The riders hated the weird man-made track, but the fans loved it. The rest, as they say, is...

It probably wouldn't be too unfair to compare Michael Goodwin to a flamboyant promoter of another era, P.T. Barnum. Both men range over six feet tall, both come from obscure backgrounds, both have overcome the trials and tribulations of doubters and detractors to become the very best at what they do. In his own way, Goodwin's Superbowl Supercross has evolved from a mere carnival freak show on the National Championship circuit a few years ago, to a full circus — its own main event — complete with prizes, glory, acts of derring-do and money for the top riders. By the same token, Barnum turned a post-libel case parade into what is still "the greatest show on earth." It may not be unfair to say that the Superbowl may reach those proportions, too, someday.

But beneath the fur coats, fancy cars and wild ideas that have shocked and even nauseated traditional motocrossers, Mike Goodwin has as much business sense as anyone this side of a corporate board room. For what he doesn't wear in terms of three-piece suits around his home/office, Goodwin makes up in a barrage of demographic figures, explanations, percentages, marketing terms, computer lingo, motivational testimony, and on and on, which gives credence to his success where others have either foundered or failed. It is because of all this "sizzle" that has made Mike Goodwin and his Superbowl of Motocross an attractive enough "steak" for what he claims is a growing interest that is being displayed by a number of top sponsors across the country. And it is on that that Mike hopes to vault Supercross into the "big time."

Ah, yes, but there is still that aura of show biz, the smell of hay and grease paint that Goodwin has introduced into the motocross racer's paddock.

If P.T. Barnum were still alive, he would no doubt say: "God bless you, son, for the good job that I could probably do myself. Keep up the good work. Yours, P.T."

It's almost been five years since my article on you appeared in **Cycle News**, and I want to know what's happened since then. You've lost weight; that's a start.

Except for having lost about 45 pounds, there is, in my mind, not a tremendous lot of things (that have changed). There have been some evolutionary processes; we're only up to five motocross (Supercross) races now. It hasn't grown as fast as I would have like it to — the *individual* races have grown, but the series hasn't grown as fast as I would've liked to have seen it, for a variety of reasons: Lack of continuity of sponsors, promoters — we're not the easiest guys to work together, you know. Luckily, it's been a very healthy period until this year for Supercross. The riders' purses have gained tremendously, like, for example, the Superbowl purse this year is twice what it was last year.

What is it this year?

\$61,000. Beyond that, the sponsors have increased tremendously. We had Toyota on for a point fund; they stopped. Right now, probably one of the most exciting things on the horizon for Supercross is both Coca-Cola and Schlitz beer. Coca-Cola has been involved with the Superbowl for five or six years now; they want to do the series so that each event will be a Coca-Cola-sponsored event. Schlitz is interested in posting money to have a

Schlitz Supercross Series, kind of like Toyota did, but in a much bigger way. Between these two sponsors, you're looking at a million-and-a-half bucks — per year!

So, one of the reasons you'll be seeing me making phone calls and being concerned today is to maximize attendance at the (L.A. Memorial) Coliseum, because top-level representatives of Coca-Cola and Schlitz are coming out for that event, and that's what they're going to make their decision on.

So, after nine years, this is still the showcase of Supercross?

Unequivocally; still the one.

You say that Supercross has followed along evolutionary more than revolutionary lines, yet people tend to think quite the opposite, that Supercross has displaced outdoor motocross, that, in fact, it may ultimately lead to the death of outdoor motocross as we know it in this country.

Well, I couldn't be more to disagree. Right now, this year is a bad ergonomic model, so to speak, to look at. But I feel that a lot of people who come out to look at motocross at the Coliseum wouldn't come to an outdoor motocross the first time. But after they see it, they'll go back out.

Is that reflected in figures?

No, it's not. But the problem we have is it seems like the darn outdoor promoters can't make a buck. Prize

money, sanction money and the expense of running a track, has gone so high for an outdoor guy (that) he cuts back on the one thing he can't cut back on, which is advertising, which reflects on how many people you can draw.

We spend a percentage of our gross income every year on surveys and market research; we know that there's a much stronger draw. For example, the question is asked, "Now that you've seen a motocross in a stadium, are you more or less inclined to see an outdoor event?" of the people who have never gone to one. (The response is) *unbelievably higher*, the number of people who want to go! The smartest thing is that someone should tie in with me and a couple of weeks later promote a big outdoor event to play off of our success. Again, there are very few people in the country who are full-time promoters. Just like myself: I couldn't exist on the promotion business; my real estate is far and away our biggest deal. It's (Supercross) an exciting project for me.

We need recognition. That will come from national television continuity and a continuity of national sponsors. Rather than have Budweiser here, Schlitz here, Miller beer and Coors here — Schlitz does the *whole* series; Coke does the *whole* series. Those people have clout with nationwide television. That's going to make

the big difference and take us into 24, 36 or 48 markets a year and really make the quantum leap into the big time.

But again, I'm probably closer to a full-time motorcycle racing promoter than anyone else in the country. Pace, for example, the majority of their business is in rock concerts and what they call "flat shows" — boat shows and things like that. We've cut out all of our rock 'n' roll promotion now; the only thing we promote are events and sponsorships leading to those (events). For example, we've been fortunate to become fairly well respected in the securing of sponsorships for events — **You act as agent?**

We act as an agent, so to speak, for Pace Management and the Ricky Leopold event at the Superdome, which has brought more continuity. And that's how we're trying to bring the Coca-Cola and Schlitz people on board, because that will make the big leap to the big time for *everyone*.

Outdoor motocross included?

Oh, yeah! In fact, both of them (Coke and Schlitz) want to go all the way, from bicycle motocross right through Supercross. Now it's an evolutionary period; it's going to take a while to do.

One of the unfortunate setbacks this year has been the tremendous weather factor. Pace had a bad event in Oakland, I had snow in Atlanta, rain in Kansas City for the first time in 32

days — although we weren't unhappy about it. We had 26,401 people, which for a first-time event was quite good. The economy obviously has eroded us a little.

We are projecting 100,000 people for the Coliseum —

You mean full capacity attendance? What you may not be completely aware of (is) last year we drew 74,085 turnstile fans. The capacity of the Coliseum, with those big jumps at both ends — this year they're even bigger. At the east-end peristyle, the downhill has always been 12-14 feet wide. We've taken the seats out (and) now we have a 20 foot wide downhill, because what we're doing is reversing the track. Saturday night we run it the way it's always been run. Sunday we reverse it and they'll be jumping back down the side they usually go *up*. So, to widen that, we took out even *more* seats.

The Coliseum this year would've held only 82,000 people. At our growth curve, if it stayed the same, we would've sold out. By the same token, some of our surveys showed that there are just some people who can't go out Saturday night (because of) work or whatever else. So we expanded it to a second day of pro racing on 2 o'clock, Sunday. It does several things: It gives the real hard-core people a chance to go both days. Right now, 10 percent of our tickets are selling for both days. Interesting, also, 27 percent of our total crowd is going on Sunday. Looks like a very good spread of the crowd. We feel as we get closer, because our television campaign hasn't even broken — it'll break this Saturday — we're going to end up with 100,000 fans over the two days; we think about 60,000 Saturday, 40,000 on Sunday. That way it leaves us room to grow for the future.

The thing that's important is that it's two *separate* days of pro racing. It's not qualifiers, it's just like (what) Pace has been doing for several years. There's a winner Saturday night and prize money; there's a winner Sunday. Eight different heats each day. It's mirror-image racing both days so people have more of a choice to go. And the response has been really exceptional to it. In fact, my initial projection on it was that we'd have only a six to eight percent cross-over going both days, and we're running 10 percent *now* before television commercials even started.

Obviously what that does is the more people at the event, the more sponsorship dollars, the faster you grow. It feeds on itself. The more riders make, the more coverage the manufacturers get, the more motorcycles they sell, the more money they can invest in R&D for their racing teams.

Supercross has taken us a long way to go and all it's going to take is continuity of television. For example, I really have to take my hat off to U.S. Suzuki this year. They filled three or four of the National Supercross events, including that one at the L.A. Coliseum, and syndicated it with great success: 70 percent penetration, good Nielson numbers. They use a firm by the name of Eiseman, Johns and Laws in L.A., do a *knock-out job* and they're really making a *big* contribution to the sport.

I had a conversation with the people from Pace about a month ago. We looked at the various sponsors we had involved: the Coca-Colas, Honda, Schlitzes — without those people involved, there would not be Supercross right now. If all the sponsorship income was taken out of the Supercross bowl, we would lose \$100,000 at our projected gross. So (the sport depends on) people like Honda, who've been with Supercross from 1973. Before, when people still laughed at me and said, "This'll never go," Honda looked

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at it and said, "Hey, we think that maybe that's a good idea." They've been pumping in a lot of money through their team, but into their events —

Through sponsorship, product tie-ins and promotions —

Right. See, all the manufacturers benefit from that, but Honda's really been underwriting Supercross for seven years to the point that it's at. Frankly, these are the guys who don't like a lot of the credit, anyway; they want to see it happen. But you've really got to take your hat off to the people like that who support it. Sure, I put the thinking into it and a lot of hard work, but without these people's financial input, we couldn't do it. The motorcycle industry wouldn't be where it is right now without Supercross. So, what I'm saying there is their continued interest and involvement is very, very important and they've made a commitment they're staying with.

But there are people out there who think so little of Supercross that they would go to great lengths with you to dispute with you on that fact.

They might, but unfortunately for them and fortunately for me, I've spent a lot of money on research.

I'll give you some figures here that I can quote almost from the top of my head. (Goodwin brings out a big book of computer read-outs, referring to it as he talks) 91.8 percent of the people that attend our events are so satisfied with them, they positively intend to attend the next year. Of the people over 35 years old, 83 percent of them attend because their kids have gone and they want them to go, and then they join that 91 percent-plus group that wants to attend. 51 percent of the people that attend the events are either current or past street bike riders, in addition to the fact that 84 percent of them own dirt bikes.

That kind of stuff makes sense for people. When you got that kind of satisfaction ratio, who can dispute it? Again, with our survey showing that more people want to attend outdoor motocross after they've gone to a Supercross than prior to it, then it means that there's a void there that a promoter needs to fill. So we're not hurting outdoor motocross in the least — *we complement it.*

For example, for the last Grand Prix (recently held at Carlsbad Raceway), as you may be aware, there was some misleading advertising on the air that may have had people think — I don't think that it was intentionally done, but some people *were* confused — into thinking that the international motocross riders were at the Coliseum for the Off-Road Grand Prix (Mickey Thompson's race, which is primarily a four-wheel event) instead of at Carlsbad. We worked with Carlsbad to make sure that the message got across, that the international riders would be there, and they subsequently drew a very good crowd and were quite happy with it.

So, I think as the production as opposed to the promotion business matures, you'll see far more cooperation between individual producers. Like you had a look of surprise on your face when I mentioned that I arranged sponsorship for Pace. I want them to succeed just as much as myself, because it builds continuity for the (Supercross) series.

When we're in the top 24 markets in the country, that's when Supercross will *really* be big time. Right now, Supercross has the *highest average attendance* of any sport in the country, except NFL football. The problem is we're only in 12 different facilities. We need to be at a minimum of 24 before people start taking notice.

Why hasn't the media at large played up Supercross as much as the NFL?

That's 50 years away. NFL football plays 11 weekends a year, blank amount of teams in the country. NFL football probably has a minium of 100 to 120 events a year — we have 17! That right there is the bottom line.

But let me rephrase your question: I don't think the national television and national — what we call "straight" — magazines have recognized it, because the promoters have not done a good job. We need to each put in blank amount of money and fund a national PR person to represent us in the AMA, to go out and bang on these doors. Because of my other ventures... I don't get back to New York as often as I'd like to. We had offers from networks, but the way they portray the sport, I didn't think was in its best interest.

How do the networks portray Supercross?

Let me give you the bottom line situation. When we have a network do it, we have no creative control. That's not *all* bad, but it's just that we feel we know our sport a little better than anyone else does, and we'd like to portray it in the correct light. But more importantly than that, for example, somebody like Ken Squiers for CBS, who does a super job, his product gets edited all to hell. When it goes back there, he couldn't tell me what's going to be on the air, and it came out to be a 13 minute segment. Number two, you don't know *when* it's going to be on the air. Number three, you may be put on with something like kick-boxing, *which we were*. How are you going to show any prestige to your sponsors when you can't call Coca-Cola and say: "These are the markets you're going to run in the last week of April?" That's what Eiseman, Johns and Laws and Suzuki did for us last year. We took the chance and filmed the event, they came in and negotiated with us and purchased the product, did the syndication, did the promotion on it, got *great* numbers, a half-hour, *magnificent* shows that got rave reviews. We knew *when* it was going to be on the air, the sponsors got adequate plugs, because the networks cut the sponsors out. too.

The thing I'll say until the day I die, is that I'm *not* working for me; I'm working for those 100,000 people who are fans, first — and for those sponsors, second. The riders and the AMA have to remember that, too, which I think they have both made a tremendous evolution in the last five or six years — and there's just tons of cooperation back and forth between the two parties. There's people saying, "We don't get enough prize money; I think I'm paying too much." That's something you're going to have, anyway. But the tremendous cooperation towards making our sport big time is going to make it possible for us.

Like I mentioned to you earlier, the four-color brochure that we're going to mail out to a large number of people? Well, a large number of people means the top 500 corporations in the country and the top 10 heavy-hitters in every one of those to start with. "Here's Supercross! Here's the schedule! Be our guest! Come see it!" We're flying people out for the L.A. Coliseum event, July 12 and 13. That's the reason it's very important to us — not only *us*, but for the *future* of the sport — that we have 100,000 people, so we can say: "Look what this does!"

Up until this year, the Superbowl was larger than the Long Beach (Formula One auto racing) Grand Prix. The Long Beach Grand Prix outdrew us this year; we want to regain that title. The Superbowl, until this year, was the *fourth largest* motor race in the country, behind Indianapolis, the Daytona 500 and the Watkins Glen

Grand Prix (the U.S.A's other Formula One auto race besides Long Beach). Now the Long Beach Grand Prix is larger than us — I don't think it will be after July 12 and 13. It's not only important to us, but it's important to the entire motorcycle industry, because if Coca-Cola and Schlitz come on board, that will right there leap-frog us into television, national continuity, national artwork — *the same artwork at every event!* The things people need for continuity! They (the general public) know what the NFL is; they *need* to know what the AMA is, okay? *And they don't!* I want to portray that.

Then given all that, Supercross will be, five years down the road, up there with all the "straight" sports, right? Is that something you envision? Well, I think that you can read a couple of things in there. I think that we will be, far and away, as big as "straight" sports. For example, I have some studies here, and we will, within *three years*, outdraw *all* motor racing in the country. The Supercross Series will be *bigger* than USAC, NASCAR — *everything else* — *within three years!*

Is this by virtue of the energy crisis, the economy, things like that?

That's very astute of you to notice that, because the stadiums are all in major metropolitan areas, so they're easier to get to than a race track way out there. Number two, there's going to be more attention focused on motorcycles.

Because of their economics?

Right. But, frankly, as important as those things, I believe it's the continuity that we're going to see within the next year of advertising, the kind of money we'll spend. For example, the L.A. Coliseum, last year, we spent \$504,000 on publicity. Now, we've done some research and have not been able to find any event in the country who has spent that kind of money on a one-day publicity effort. That's got to place a lot of emphasis on motorcycles.

There's a computer term called "unduplicated reaching frequency" and our radio and television buy last year reached 98.4 percent of the 18-34 (year old) males, which is our primary target audience, *plus teens*, an average *22.3 times!* That's just our *broadcasting!* In addition to that, we mail out a quarter-million mailers; this year we're mailing out 380,000 to motorcycle owners. We inundate the place with saturation media for motorcycle racing. That's the reason we've been successful.

So it takes an environment that you can capitalize on. The stadium's in a downtown area, attention on motorcycles, tremendous amount of advertising. And as important as any of them, is the good show that the guys put on. *That's what we're selling, isn't it? A show!* We've got to lay them a good stage. If I don't build a good race track, then they can't have a good race. So I'm part of it as well. But the ultimate thing of it has to be that we want a close race going over the finish line. Like last year at the Superbowl, when Mike Bell passed Mark Barnett at the finish line — *in the air!* I mean, that's the kind of things that brings everybody back! I've still got to spend the money to remind them, but there's what I call a "product mix." Four very distinct things that without one of those our job would be increasingly difficult.

You were talking about "selling the show," and when I've talked with riders about Supercross, some feel that promoters think more about the "show" first and riders last. They generally feel that there is very little consideration given as to what they may think of a track and/or their safety.

That amazes me — no! It doesn't amaze me, because maybe that comes

from a variety of riders. Can you imagine if we ask 80 different riders their opinion? We'd never have a track! In fact, the AMA and us walked the track last year as a test with six different riders. One rider would say, "Jesus, that's terrible," and another would say, "Boy, that's bitchin'!" So what we've had to do is funnel our input to a small group of riders and team managers. My company always sends a track map to the team managers, before it's finalized, for their input.

Safety is a very important consideration. Now, candidly, crashes where nobody gets hurt, they sell tickets, okay? And we show them in our television commercials, because I'm not here to change the public's mores, I'm merely here to capitalize on them. Then they come, maybe they come to see blood and guts? Well, they see something *better* than blood and guts; they see a *great* athletic contest, I mean a *phenomenal* race!

Shouldn't the sport, then, be promoted on that level, as an athletic contest?

I think we have to do whatever we have to do to get the people in — *then* they see it as an athletic contest. In other words, the ends, in my mind, justify the means.

We do a thing called a "galvanic skin response test" at a place called the Preview House in Los Angeles, and you show people commercials to find out what gets them excited. I did a damn commercial that won an Orange County advertising award, about the "young gladiator" — I thought it was magnificent! Didn't get *anybody* aroused! They like those crashes and that kind of thing.

What's important is when they get there they see an athletic contest and that each year we have evolved from a product mix of "Come see the blah, blah, blah, blah!!!" to "The most important athletic contest of the decade," which is creeping more and more into our advertising, because it *is* that. I mean, the people aren't going to care that a metabolic study in England showed that motocross is only second to soccer. That sounds good to us, but it sounds dry to them, doesn't it? They want to see somebody go through the champagne glory and gold of a half-million dollar championship. All we can do is try to measure the public's wants and needs, try to mold our advertising campaign to those within the realm of legitimacy as close as we can, and hope it draws people. We've been very successful at that. However, we're not as successful as I'd like to be.

How successful do you want to be? I'd like to have 24 sell-out events in the country for Supercross. I don't care if I own 'em all! I want to see Supercross do that. Let me give you an example:

We keep hearing figures that there's three-quarters of a million dirt bikes in southern California. Well, I drew 75,000 people last year; 84 percent of them are dirt bike owners. That means that about eight percent of the dirt bike riders in southern California came to the Superbowl. Well, I'm doing a hell of a lot better than anybody, including any of the magazines on subscriptions! *Nobody* has 65,000 southern California subscriptions!

When I'm missing 92 percent of the audience, I don't think that I'm doing a great job. That's why I work this much on the business, because there's got to be a key that I've missed and I've spent so much money on research. We do focus groups on our commercials, tons of things like that. We have, for example, a scatter diagram that shows which tickets sell first and who they sell to and we question them why they buy them, did they like them. We test our mail order: we make a promise to people that they get their mail order

back in 10 days. The worst thing that could happen is that you get a disgruntled customer.

This year at the Coliseum our cost for the race track went from \$140,000 to just under \$200,000, just because we decided we needed a new track for the first time in nine years. The starting line always used to be near the tunnel; we have flipped the whole thing over. The starting line is up on the north side, near the peristyle, which does a couple of things. Last year there was a 22 minute delay between motos; there was some beer throwing. But there's a lot of families that go to our event — you know that 46 percent of our attendees come with at least one family member? — some families may not have enjoyed that. And the people who threw the beer did it because they didn't want the delay. So we flipped the course and built a ramp from the pits down to the starting line, so we can have the riders on the starting line when the last guy goes off the track. We'll cut our staging time from five minutes to two minutes. If I'm willing to spend between \$50,000 and \$80,000 to change something like that, it's discouraging to me to hear that the riders don't like it. I know it's not a universal opinion, because I've talked to a number of the key riders. Bob Hannah says that our track looks like the toughest and fastest one he's ever seen. That's good, because look how close the racing was (last year)? We had four lead changes in the last four laps — *my God! That's the kind of thing we need!* That's what we have to have to bring these fans back. I mean, for the high ticket prices we have to charge, you've got to give 'em a good show. When somebody buys a \$15 ticket from me, I want them to leave with \$25 worth of entertainment.

This year I've doubled my budget for fireworks. When people come, there's going to be a *magnificent* fireworks display! Let me go through the track, first; I get excited about this:

We moved the track over to this end, we build everything so it can be easily reversed so we can run the track backwards Saturday and Sunday, so the people who go both days will have something different offered to them. The track is widened beyond 20 feet, the straightaways are 32 feet now for passing. The Tornado, you know how successful that was last year? It is *really* something to make you feel good to build a track the first time and have it work right. In an outdoor event you get to test it; every week you evolve and something changes. Well, I better have it right the first night, or I'm *screwed*. To see all the passing that went into the Tornado, I went "Whew!" Let me tell you something: That was originally bid at \$8,500, to build the Tornado — came in last year at \$30,000!! It would've been easy to cut corners not to do it, wouldn't it? *I'm doing it!* and it's up by 20 percent inflation! The thing is going to cost me 135,000 to do this year! But it was such a great crowd pleaser that we want to do it, because our greatest advertisement for the satisfaction ratio like this is by word of mouth. People say: "Jesus! You gotta go to this thing!" Kids love it for their parents to take them. Motorcycling needs a comradeship, and I think the Superbowl can join these people together.

Frankly, if I were in it for the money, I'd get out of Supercross. I have to admit that there are some egos here to be stroked, because I like having developed the sport that I feel could be the number one motor racing sport in the country. In fact, I pledged this to myself that I'd quit when I was 30.

How old are you now?

35 — and I'm *not* going to quit! I love it, I work a lot, I still get the exercise. I



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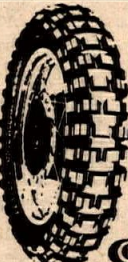
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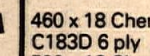
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still enjoy myself. But the thing is we put so much into this.

For example, let me tell you a couple of things we're going to do this year. I sat down at Anaheim (last year) — I had just fallen off my road racer at Willow Springs at about 100 mph — and I had to have six shots of cortisone and pain killer in my spine just to go to the event... I was like a zombie... And this was the first time I had a chance to watch the event, because I'm usually in the control booth going crazy... And I said, "This is exciting, but why am I excited?" Then I noticed too many colors on the field; the jackets of the field workers and the banners would blend with the riders and your eye was distracted.

So I designed a program which will be partially implemented at the L.A. Coliseum — not completely — but it will make a vast change. What's amazing is if we didn't have this interview, *nobody* would know *why* they enjoyed it more, but they *will* enjoy it 20 to 30 percent more. We'll have a pair of high-level spotlights — carbon arcs — that will follow the leader. That way, you'll always be able to pick out the leader, so you can always know where he is. There is a corner sign with a number on each corner, so we can say "we're going through Corner Three, Corner Four; the leader is now going through here." We've said "now he's going through 'Insanity Ridge'" in the past, but a guy can't remember where "Insanity Ridge" is. But when the start goes, each one of the corner boxes will be filled with balloons. When we go through Turn One, we'll release the balloons. All through the 19 turns we'll release balloons, so people can identify those, right? Now the thing we probably won't have for the Coliseum event, but we'll have for future events — everyone on the field will be in a green coverall to blend in with the grass.

Like the groundskeepers in a baseball game, or something like that?

Right. The other thing we'll do, where they don't have grass in the infield is we'll spray the brown dirt green, so it gives you a contrast between the green and the brown, restricting the ground-field workers to the 10 feet between the track and the green area, so you have a corridor that goes around. When we do the whole change, the show will be 50 percent better! *I mean it'll blow you away!* Those are the kind of things that excite me about doing a better job in supercross.

Think about it... I'm supposed to build a stage for the riders, they're the performers... and if we all want spectator dollars, we better realize that we're all performers, including myself.

I'm going to be a good stage manager. We reduce the number of people on the field, and believe me a lot of people get hot at me for being tight with field passes. We gotta be, because all those 100,000 people, they *depend* on me being tight, because I don't want to distract Mr. and Mrs. Brown and their kids' eyes; I want them to watch that race, to enjoy it.

The other thing: We've got great cooperation from U.S. Suzuki, and I hope we can get it from other manufacturers, to put a giant number plate on the front of their bikes. Honda's been working on it, see? Nobody's ever recognized that with outdoor motocross, you're right by the fence and you can see the guys' plates. So I went to them last year — and the AMA was very cooperative, also — and said that the average line of sight in a stadium race is 140 feet — we need a bigger number plate!

How big will these plates be?

Only 50 percent bigger; they won't be obtrusive.

You say that by doing all of this you are setting a stage. It seems that by doing that, you're either elevating or reducing the elements of Supercross to theatrics, with the spotlights, number plates, the balloons — all the exaggerations that go along with theatre.

Why do you think the NFL has succeeded so well? It may not be so obvious, but you've heard of some of the behind the scenes things they do, like delaying the kick-off for television.

I don't like the word "theatrics" as much as I *choreograph* things. We want an end result; we want those fans standing on their feet, cheering, the last 20 minutes of the race. Whatever I can contribute to the staging of the thing, yes, I will do it.

But do you think, or have you received any input, that this takes away from the true element of racing?

It enhances it! Not everyone is going to agree with me; I can do only what I think is right after consulting with people whose opinions I respect... I want to see this country get to the plateau that it can achieve with Supercross first.

And use that as a stepping-off point for the rest of the world?

Yes. There will, someday, be a World Grand Prix of Supercross.

That was one of your ambitions five years ago, but in spite of what success that may befall Supercross in the future, even what success it enjoys now, there is apparently this schism between Supercross and outdoor racing.

I think that can be bridged.

How?

Money. A motocross right now is not a financially feasible thing for a professional to promote in most cases. So, consequently, you're not going to get a company like mine, or Pace Management, to get into outdoor motocross. What we need to do is develop what I call the "bush leagues," which is outdoor (motocross).

First of all, we've got to have BMX, amateur, pro, outdoor and Supercross. And I make no bones about it: I want Supercross to be the epitome, the end result. I think that we can even have two circuits of Supercross, someday down the road. Then you're going to see a dozen or two dozen riders make a quarter of a million dollars a year. Then, maybe, there's the next level of riders who ride both Supercross and outdoor for the National Championship. Then there's another level of riders that's graded for only outdoors. Then your amateurs, and so on down the line. The way to do that is get a big sponsor, like Coca-Cola or Schlitz, who can benefit from owning that by having them subsidize outdoor racing, so they can own the entire program.

How can you convince the outdoor promoter that you have this tremendous national sponsorship, then to have them sit down and talk so you can work something out?

There's no problem doing that, but I don't want to waste their time. You know how many false alarms promoters have had in the last 10 years from everyone about all the big sponsors that are coming out? "We've got so and so in the bag for you?" I want to wait 'til I have something before I sit down with the guys. In other words, I don't think it's fair to go to the outdoor guy and say, "Tell me what you'll do for me if I get you something." I want to get them something!

Five years ago, even though you had three or four Superbowls of Motocross under your belt, you were on the outside looking in. Now, a lot of people look at it the other way around, that you're on the inside, surrounded by Supercross, while everybody else is now on the outside.

I don't know how to comment on that, except to say that probably the motorcycle industry is a very cliquish industry. When anybody's aggressive and brash and loud and pushy as me comes into a new industry, it takes a while for him to get accepted. You know promoters are a dime a dozen, and people need to know that *this* guy delivers. I have no doubt that they know I deliver.

I'm a very principled person. If somebody screws me, I sue 'em. People don't like that. But on the same token, I deliver. In fact, with a couple of my sponsor contracts, *they* didn't deliver, and I feel that they have as much an obligation to deliver as I do. There will always be these rumors flying around that "don't do business with Goodwin, he'll screw you." I'll screw *anybody* to the wall if they screwed me. But I take to a fault, unfortunately, "that it says that in the contract; we have to do that."

So, you play fair, but you play hard.

"Fair" is a bad word. What you interpret as "fair," and what I interpret as "fair" may be worlds apart.

So you're talking about honesty?

Yes. I play by an agreement. Frankly, I have mellowed in the last four or five years; I haven't sued anybody in quite some time. I feel that my time is more valuable now, creating new things than going back over somebody who took advantage of me. I just won't work with them again. Fortunately, the caliber of people that we're now dealing with —

They're up to your caliber?

They're probably *above* my caliber! It gives me something to strive for. What it means is that you can't always shop price, you've got to shop quality.

I read in a magazine article that implied that the basic relationship between Supercross riders and promoters is one of exploitation. Have you ever been accused of exploiting riders?

Not until now. I can see where someone can take that observation, except that I have very little contact with the riders. All of our negotiating is through AMA and they keep things like that from happening. They don't let you get away with paying too little of a purse. Somebody who might be exploiting them is if the rider has an agent. I can see where some kids could really get ripped off. But since I have so little dealing with riders, and certainly so little to do with the new riders, by the time a guy gets so he negotiates with me, he's been through the battle-grounds a little bit.

Do you think that Supercross has been beneficial to motocross riders, in terms of experience and finance, and that the risks have not overshadowed either?

If you want to go check what a rider made in 1972 on the average versus what he makes now, their earnings have far, far outstripped the inflationary spiral. I mean the guys are making tons of money, and the reason they're making money is because the manufacturer can make a lot of motorcycles from Supercross. It boils down to an event that attracts 50,000 will sell a lot more motorcycles than an event that attracts 5,000.

Safety-wise, the worst injury we had at the L.A. Coliseum, which is supposedly the toughest one of all, is a broken ankle. We've had some really horrendous crashes, but a broken ankle! That was six or seven years ago. This is for pro riders.

On the other hand, Supercross tracks have been less than forgiving to amateur riders.

They have not been good to amateur riders. We don't run the amateur events ourselves; we lease the track out to one like CRC. But there was a fellow who was paralyzed, who was at the Superbowl two years ago. The un-

fortunate thing there was in our contract (a provision) that the promoter was not supposed to let them ride up and down the hill. I understood that the kid fell after coming off the peristyle. In Anaheim, one year, a kid was killed. What we've done now is we charge in our fee when we rent to the amateurs, to knock down the jumps and change the track before they go on.

But when something like that happens, are there any fingers pointed at you? There certainly must be. Yeah, we get accused. In fact, I'm going into a deposition, I think, to find out if I should be included in that lawsuit (the paralysis case).

What could you see to top what you're doing now? Will you forever be in Supercross?

My goal lies in three stages: continuity of sponsorship, going into 24 stadiums nationwide — which will bring along with it national television. The next step after that is the world-wide Supercross. That's what my long-term goals are.

Frankly, as a side-view, I've thought about spending a lot more time with my real estate so I can finance these grands prix, world-wide, myself.

You'll buy your own stadium, maybe?

No, no. I don't think that you can run more than one event per stadium per year. They're too much of a spectacular, there's too much charisma because of the one-time only deal.

Five years ago you were getting involved in a lot of research and development things, consulting with Steve McLaughlin, working with computers on frames, suspensions and things like that. Most interestingly, though, what ever happened to that portable motocross track that you were talking about?

The portable motocross track has come a long way.

Is it still in testing?

It's come to the point where we've taken bids on it, but it's going to cost us almost \$2,000,000 to build. Until we're into 24 stadiums, it won't advertise itself off, so that's one of my greatest reasons for getting into 24 stadiums.

Is it still top secret?

No, but the details about it are. It's basically a modular track that's transported around in six semis, with a rubber surface that simulates the traction properties of dirt. You go to stadiums and put it together like an Erector Set. One of our greatest problems right now is that most stadiums won't let us in during baseball season, because we ruin the grass. With this portable track, we can get it in in 72 hours and get it out in 72 hours. It opens up broad vistas to us.

But will it still be motocross?

Totally! And it will be *better* motocross than you've ever seen. Every piece will have been computer designed. You notice how we build a berm in the dirt? It's right and sometimes it's not. We've done cross section studies and it will *always* be right, because it will always be the same berm.

When do we plan to see it?

I've quit making predictions.

Throughout this interview, your comments have been augmented with things like demographics, percentages, dollars spent, projections and tables of figures, even the amortization required of a portable motocross track. But, you put all these numbers together, and it makes you appear to be sterile. It makes you sound *so* far removed from motocross, that it's like you're selling soap instead.

Let me concur with you: Perhaps the greatest evolution over the past five years is that I've come to realize that you prove something by trying to figure what the system is you need to comply with to prove it and

enhancing that system as opposed to fighting it.

Originally, I thought that Supercross is so great, it will just on its own grow. That's not the way it will happen. Coca-Cola has got to see how much product they can sell. Investors in the portable motocross track have got to see their return. Only then, if that is possible, can I let my emotional things come into play, my love for the sport, which you've seen, how much I want for it to grow. Without the financial impact of it, my emotional things might as well lie dormant, right? I just want to see us become bigger than life. To do that, we've got to look at the sobering financial ramifications of it.

You don't go to school to train to become a promoter. Luckily, I made a lot of good decisions. I have received a lot of good support from people.

So you're not really a heartless bastard; you've got to take a look at the ledger sheet and make a quick decision from that.

I wish I were more of a heartless bastard; Supercross would've grown a lot faster. Do you believe, that in the long-term, outdoor motocross will still be with us?

My belief is Supercross *cannot* exist without outdoor motocross.

And visa-versa?

No, I think outdoor motocross can exist without Supercross, it just can't flourish. It'll be just like it is now.

The bottom line that is feared is that if outdoor motocross dies, the sport will collapse around it.

I think that if outdoor motocross goes away, Supercross would not grow like it needs to. Where would your riders come from? They can't exist on 14 events a year. We want to see everybody flourish!

What part of you is Supercross? Is it a mental part, business, or a desire for action that you couldn't fulfill yourself?

It's obviously a business.

But you said that it's not very profitable for you. So what is it?

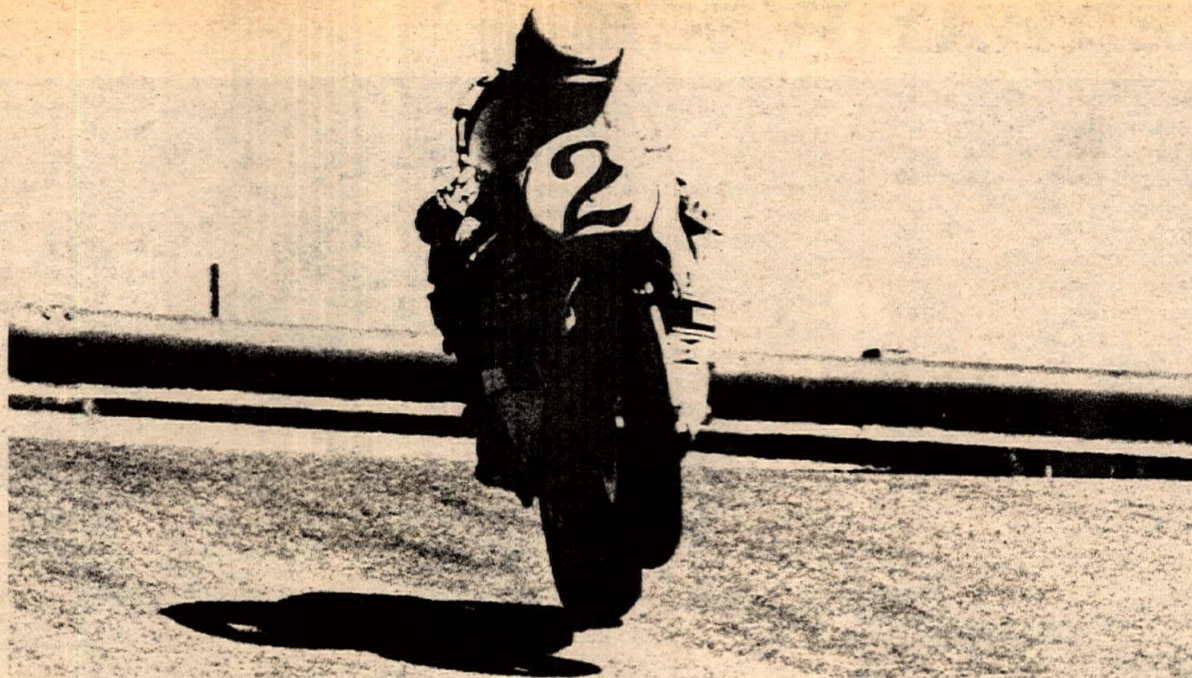
I think it lets me do something that if I wasn't here no one else would do as well. I take great pride in that. My real estate stuff is not tremendously fulfilling, because there's a lot of people who can feed numbers into a machine, like I can, and come out with, "Hey, this has got a real rate of return of 42 percent." Maybe I'm too egotistical in this, but I firmly believe if I didn't do it (Supercross), it wouldn't be done as well. There's a lot of people who disagree with that.

How long do you plan to keep up with all of this? You've said that time is the only thing that you can't buy. Given the limited amount of time that you have left, with your real estate holdings, Supercross, antique stores, oil wells, and that, maybe they won't have the impetus to run on their own without Mike Goodwin to look over them, how do you plan to carry all of these things off?

The key is continuity of good employees, and I've got a good staff. I'm not saying that if I died, Supercross would quit by any means. Pace does an excellent job; my own people do an excellent job — they just won't have the showmanship, flair, sponsorship impetus and growth plans that I have in mind. I envision the day when all I'll have to do is approve a budget, campaign, track diagram, what's going to go on at the event; it'll be done exactly like I want it. It (Supercross) will hold my interest as long as it does, certainly until I get a world-wide situation going.

You don't think that you'll ever lose interest in Supercross?

Oh, I don't think I'll lose interest. I hope I can get away from the day to day operations, so I can just sit back and say: "Jesus! I remember '72, when I started out."



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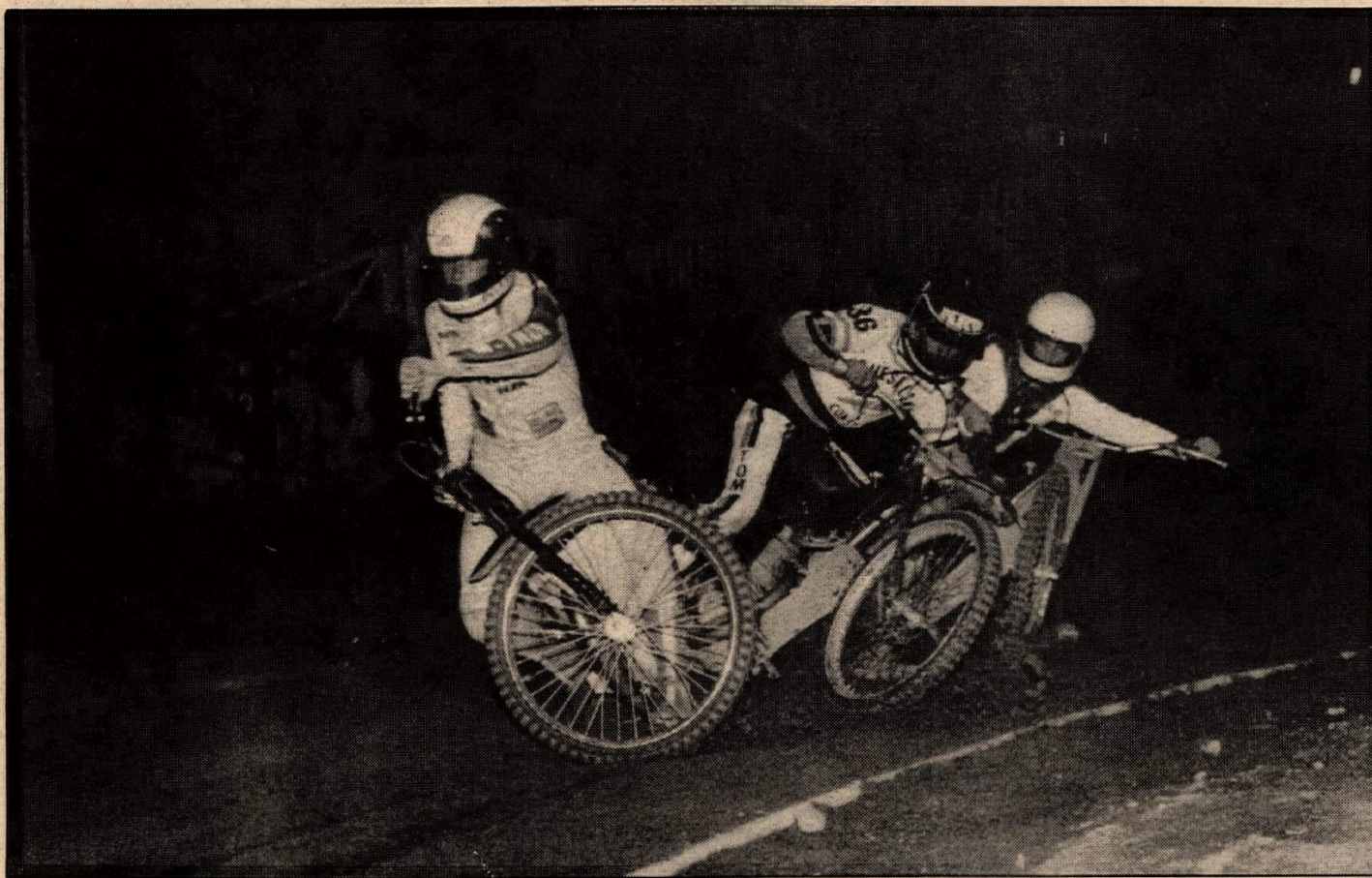
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SPEEDWAY WEEK



Mike Belanger is about to find out what "ouch" means as Tom Ferris and Eddie Ingels try to avoid him at Cal Expo.

Orlandi makes it three in a row at Cal Expo

By Jann Houston
Photo by Terry Parmeter

SACRAMENTO, CA, JUNE 27
It was a hot, still night perfect for a night out to the Speedway races at Cal Expo and, as usual, no one was disappointed.

The pressure was on Paul Orlandi after winning his Scratch Semi, moving into the Scratch Main with sheer determination to make it three wins in as many weeks.

Duane Yarrow took the lead off the pole with Orlandi in second from the third position, Ingels third and Mike Faria fourth off the wall. It was a rerun from the week before with four riders so close it was almost impossible to call, although there was no doubt that Yarrow held the lead from the starting gate to turn four on the final lap when Orlandi took it on the outside by inches. The crowd went wild, Orlandi had done it again! Yarrow took second, Ingels third, Faria fourth. As a special added attraction Duane and Paul crashed in turn one after the checkered flag.

The Handicap Main got a red flag restart when Ingels started somewhere between the 50 and the 40-yard line. It was back to the 70 for Eddie! Buddy Robinson, up to Cal Expo for the first time this season from Caruthers, came into the Main after winning his Heat and Semi races, and took the lead with Mike Belanger second and Tom Ferris third. On lap two Belanger parked it, causing a three-man, three-bike pile-up with Tom Ferris and Ingels. The race was red flagged in the interest of rider safety, with Belanger disqualified for causing a restart.

On the restart, Robinson got the holeshot with Faria in second, Ferris third. Robinson went down on lap three and Faria took the lead, holding on for the win and beating Ferris by inches. Ingels took third.

Marv Webster won the Handicap Consolation riding in Division One at Cal Expo for the first time showing true Division One style. Mike Delacy took second, John Volk third.

Steve Vieira won his second Division Two Main with Bill Lingley second and Bill Thomas third.

In the Division Three Main, Doyle Jester took the lead on lap one holding it until turn four of the final lap when Danny Montgomery turned it on for the checkered flag. Dan Sweeton took third.

Results

SCRATCH MAIN: 1. Paul Orlandi; 2. Duane Yarrow; 3. Eddie Ingels; 4. Mike Faria.
HANDICAP MAIN: 1. Mike Faria; 2. Tom Ferris; 3. Eddie Ingels; 4. Dave Faria; 5. Buddy Robinson; 6. Mike Belanger.
HANDICAP CONSO: 1. Marv Webster; 2. Mike Delacy; 3. John Volk.
DIVISION TWO MAIN: 1. Steve Vieira; 2. Bill Lingley; 3. Bill Thomas.
DIVISION THREE MAIN: 1. Danny Montgomery; 2. Doyle Jester; 3. Dan Sweeton.
JUNIOR MAIN: 1. Bart Bast; 2. John Cryer; 3. Scott Brant.

Yarrow takes all in Napa

By Jann Houston
NAPA, CA, JUNE 28

Last year's high point man at the conclusion of the five round National Qualifier is still doing it in northern California. Currently number two in point standings to "Flyin' Mike" Faria, "Do It" Duane Yarrow took it all in Napa tonight.

He started out by winning his Scratch Heat, then his Scratch Semi, moved on to take the Handicap Main and came back in a screamer to win the Scratch Main.

For some reason the Handicap Main in northern California for the past few races just can't seem to go without protest.

As the starting gate went up Marv Webster, who recently moved into Division One, looked smooth and in control as he held the lead with Yarrow in second and brother Allen Yarrow in third. In turn three on lap two, Allen Yarrow temporarily lost

control, fishtailing and connecting with Buddy Robinson's front fender, sending Robinson down and forcing Mike Faria to lay it down. Tom Ferris, who at this point was in fourth, fell in turn one on lap three.

The race continued with Duane Yarrow going under Webster on lap three to take the lead.

In the meantime, Faria was up and in the infield demanding a restart, as were a few disgruntled fans, headed by the "Mike Faria Fan Club"! Duane Yarrow took the checkered flag with Webster second and Allen Yarrow third. The crowd and a few racers continued to protest until the final, and I do mean *final*, word came from referee Ron Day. According to AMA rules there had been no reason for a restart.

In the Scratch Main, it was Yarrow in the lead from the pole position with Tom Ferris in second, Mike Faria third and Eddie Ingels in fourth off the wall. Faria took Ferris on the outside on lap three and Yarrow felt the pressure as Faria tried to apply his well known last-minute push, but Yarrow was hot in Napa as he won by a bike length and took the win. Faria was second, Ferris third and Ingels fourth.

In the Division Two Main, Harlan Bast, Jr., racing for the first time in Napa since leaving the Junior Division when he turned 16 on June 22, took the lead and held it until turn two on lap four when Pat Linn came under him on the inside. Bast lost control resulting in a pile-up in turn two between Joe Leduc and Mark Dragony, ending their race right there. Linn won with Mike McDonald second and Bast third.

Gary Abel won the Division Three Main, a big turn around after taking out the wall in turn four last week. Second went to Danny Montgomery with third to Dan Sweeton.

Results

HANDICAP MAIN: 1. Duane Yarrow; 2. Marv Webster; 3. Allen Yarrow; 4. Tom Ferris; 5. Mike Faria; 6. Buddy Robinson.
SCRATCH MAIN: 1. Duane Yarrow; 2. Mike Faria; 3. Tom Ferris; 4. Eddie Ingels.
DIVISION TWO MAIN: 1. Pat Linn; 2. Mike McDonald; 3. Harlan Bast, Jr.
DIVISION THREE MAIN: 1. Gary Abel; 2. Dan Montgomery; 3. Dan Sweeton.

Christian, Sandona take dust bowl derby

By Bill R. Locey

VENTURA, CA, JULY 1

The racing was bad (as in good) and the track was bad (as in bad) due to last week's Big Time horse show which is gone, but certainly not forgotten. Not only was last Tuesday's racing cancelled entirely when the track was covered with tons of sand two days early, but the surface was left in such a state that a few of the riders declined to ride for fear of injury. The most vocal critic, National Champ Mike Bast, left in a huff citing a lack of backbone among those who stayed as well as other physical deficiencies.

With one less than one working day to get the track back in shape, promoter Jim Naylor did his best — it was rideable, but bumpy and dusty enough that one expected Model T's full of Okies to arrive at any moment ala John Steinbeck's "Grapes of Wrath." However, this writer has seen Speedway on much worse tracks than it was last night. As it turned out, there were scarcely any crashes among the veteran riders, just the usual amount of motorcycle mayhem among the less experienced.

Crowd favorite John Sandona was the story in Handicap racing as he won his first Main event after spending plenty of time in the winner's circle here last season. In the Main, he got a good start off the 30 and was already in second by the second turn. Mighty Moose Kennedy managed to hold the lead for two laps until Sandona passed him on the outside and gradually increased his lead to plenty. Brad Oxley, with another good night as he made both Mains, passed Kennedy in the last turn for the wrap up spot.

It was a familiar tale in the Scratch portion of the program: Loco Boy makes good. Alan Christian won all three of his rides, including the Main, in convincing style. That's four wins up here for Alan, good enough for a tie with the Champ.

The local riders again performed to mixed reviews. Bobby "Insane" McLain, the Fillmore Flash, made his seasonal debut after nearly a year's layoff with a broken leg. At times he was brilliant, such as when he won his Handicap heat and the Handicap Consolation. In between, the rust showed. "Radical" Randy Marsh, on the comeback trail, made both Consolation events. Venturan Dave Smith earned his wings as he went airborne and took out a section of the crash wall in Second Division action.

After Craig Bradley, a three-time winner here, crashed with a huge lead, Dave Van Horn capitalized on the opportunity and cruised to an easy win for D-2 honors. And Eddie Clark made the drive home to Cerritos a pleasant one as he took the D-3 trophy for the second consecutive week.

The two-wheeled horse show resumes next Tuesday with Bikini Night. Translation: Wear one and get in free. Bobby "Boogaloo" Schwartz returns in two weeks and Shawn Moran, "The Miracle Worker," will be here in three weeks.

Results

SCRATCH MAIN: 1. Alan Christian; 2. Lance King; 3. Brad Oxley; 4. John Sandona.
HANDICAP MAIN: 1. John Sandona; 2. Brad Oxley; 3. Moose Kennedy; 4. Denny Pyeatt; 5. Charlie Morse; 6. Alan Christian.
SECOND DIVISION: 1. Dave Van Horn.
THIRD DIVISION: 1. Eddie Clark.
MATCH RACE: Charlie Morse def. Randy Marsh.

Sims wins at IMS; Bast and Christian provide fireworks

By Scott Daloisio

SAN BERNARDINO, CA, JULY 2

Dave Sims capped off a night of fireworks in the air and on the track with his first Scratch Main victory of the season at Inland Motorcycle Speedway Wednesday night. Mike "The Mad Man" Muntean did a wheelie off the line but was able to stay with Sims, Denny Pyeatt and John Sandona as they went four abreast through turns one and two.

Pyeatt moved out front coming out of turn two only to lose the lead going down the back chute with Sims getting by on the inside and Muntean going by on the outside. Sims and Muntean went at it side by side through turns three and four with Sims taking the lead for keeps at the end of lap one.

Pyeatt, who dropped into third, got into a battle for third with Sandona. Sandona tried Pyeatt on the outside but was unable to get around the man from Nevada. At the finish, it was Sims, Muntean, Pyeatt and Sandona.

Popular Jeff Carmello took the lead at the start of the Handicap Main and led all the way for his first Handicap victory of the season. Carmello moved into the lead at the start ahead of Joe

Burmeister and Derek Gage, who also started on the 10. Burmeister pulled alongside Carmello on the back chute with Gage hot at his heels. Carmello fought off Burmeister going into turn three and was unchallenged the rest of the way.

Alan Christian went down in turn three on lap two with Burmeister dropping back to fifth. Leni Faas moved up to challenge Gage for second but ran out of time before the checkers. Following Carmello, Gage and Faas were Sandona with Christian taking fifth from Burmeister at the line.

Jim Lawson took the lead from Moose Kennedy in turn three on the first lap to win his first Second Division Main of the season. The Moose jumped out front at the start from his number three starting position ahead of pole-sitter Lawson, Kevin Weeda and northern California's Steve Lucero. Lawson powered by Kennedy going into turn three on the opening lap and never looked back. Lucero moved up to challenge Kennedy for second and got by when Kennedy spun in turn two on the second lap. Lucero was flying but was unable to catch Lawson in the final two laps and had to settle for second. Weeda ended up third with Kennedy credited for fourth.

Eddy Lynch took the lead at the start of the Third Division Main and went on to an easy victory. Lynch took the lead over Rusty Jennings and Ed Castro at the start. Jennings hit the dirt in turn four on lap one giving second to Castro with Dennis Abbott moving to third. Lynch bobbled in turn one on the third lap but got corrected before anyone got by. At the finish it was "Fast" Eddy followed by Castro, last week's winner Victor Robledo, who took third from Abbott at the line, Jeff Havacko and Jennings.

Going into turn one after the final lap, Robledo and Abbott collided with both going heavily into the wall with their bikes landing on top. Robledo was able to walk away while Abbott was down on the track for over five

minutes. Abbott walked away under his own power but was seen later in the pits with his right arm in a sling.

The large crowd was treated to a fireworks display at intermission but the real fireworks took place during the first Scratch Semi. Alan Christian and Mike Bast went into round two of their battle that started at Ventura on May 27.

Bast and Christian jumped out front at the start with Bast on the inside. Going into turn one they drifted up to the wall with Alan finally going down in turn two against the wall and Bast biting the dirt just a few feet in front of him.

The few feet between the riders was down to nothing quickly as the fight was on. Bast and Christian both tumbled to the ground where they wrestled until being separated by officials and the track crew. Both wanted to go a couple more rounds but were held back until cooler heads prevailed.

Another confrontation was then set as both were disqualified and that put them into the consi. The big show-down was then averted as Bast packed up and left after the incident. Christian then went on to easily win the consi much to the delight of the crowd.

Results

SCRATCH MAIN: 1. Dave Sims; 2. Mike Muntean; 3. Denny Pyeatt; 4. John Sandona.

HANDICAP MAIN: 1. Jeff Carmello; 2. Derek Gage; 3. Leni Faas; 4. John Sandona; 5. Alan Christian; 6. Tom Burmeister.

SECOND DIVISION: 1. Jim Lawson; 2. Steve Lucero; 3. Kevin Weeda; 4. Moose Kennedy.

THIRD DIVISION: 1. Eddy Lynch; 2. Ed Castro; 3. Victor Robledo; 4. Dennis Abbott; 5. Jeff Havacko; 6. Rusty Jennings.

MATCH RACE: 1. John Sandona def. Mike Muntean.

Christian cleans up at Costa Mesa

By Ken Kellogg

COSTA MESA, CA, JULY 4

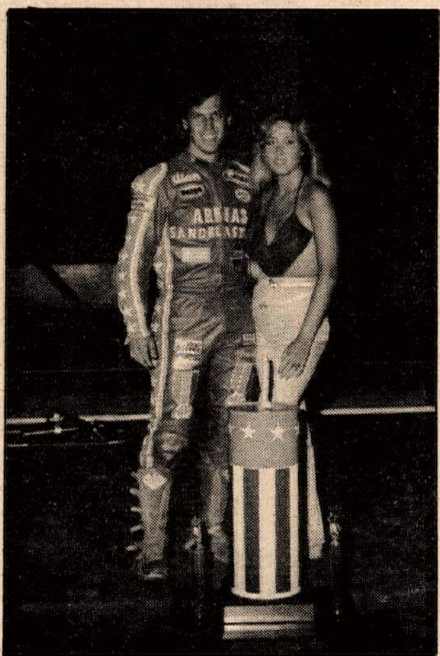
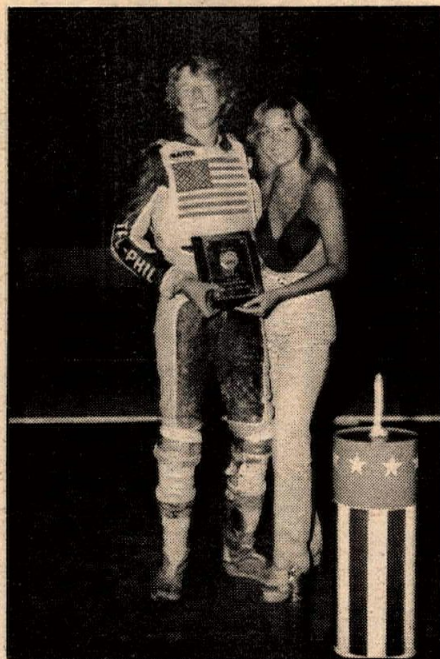
"The Firecracker Derby" at Costa Mesa's July 4 show consisted of the top 16 First Division riders and three reserves. It was basically a National-style program with 20 separate heats, all scratch races with each rider meeting every other rider during the night. The scoring was three points for first, two for second and one for third.

The derby started with a bang, courtesy of Dave DeTemple, Phil Gagnon, Craig Schaeffer and Kurt Strommer. DeTemple was second going into turn one with Schaeffer running third and Gagnon first. Coming out of turn two, both Dave and Craig went low and took the lead and second place, respectively. DeTemple lengthened his lead and finished about three lengths in front of Schaeffer, with Strommer third.

Event number two brought a surprise. First and no surprise was Alan Christian, but second was Keith Chrisco with a fine ride. Chrisco gave Christian quite a race at first. When Christian began to move out front, Louis Lindwall tried to go inside the rookie, but Chrisco refused to be intimidated and finished second for two points. Lindwall was third, Mike Muntean fourth.

Event number four brought still another surprise. Mike Bast could not get his usually fine-tuned bike started and had to borrow one. He finished a disappointing third behind Dave Sims and Gene Woods who fell in the next race and was taken to the hospital with a possible concussion.

In event number 17, Dave Sims was able to redeem himself, though up against Dave DeTemple, Lance King and Mike Muntean. Sims really didn't have much trouble winning; the real



(Clockwise from above) Brad Oxley, Mike Bast and Alan Christian were top point setters at Costa Mesa. Sterling Cogar at IMS.



battle was for second. King almost took second several times but DeTemple had the inside track and riding the outside was just too far for King.

The final race had quite a line-up: Alan Christian, Mike Bast, Steve Columbo and Craig Schaeffer. When the gate went up, Bast was rolling backwards slightly. The gate went up and Columbo was actually first out of the gate but Christian and Bast beat him to turn one. Christian went into first followed by Bast. Columbo went down and Schaeffer moved into third but went down the next lap and the race was red flagged. Because more than half had been completed, it was called an official race giving Christian the win and a clean sweep of the night.

Results

FINAL "DERBY" POINT STANDINGS: 1. Alan Christian (15); 2. Brad Oxley (13); 3. Mike Bast (12); 4. Shawn McConnell (10); 5. Dave Sims (10); 6. Keith Chrisco (9); 7. Lance King (9); 8. Dave DeTemple (9); 9. Louis Lindwall (6); 10. Craig Schaeffer (5); 11. Mike Muntean (4); 12. Kurt Strommer (4); 13. Steve Nutter (4); 14. Steve Columbo (4); 15. Phil Gagnon (3); 16. Gene Woods (2); 17. Tom Burba (1).

Adamo strikes again in Caruthers

By Les Ryder

CARUTHERS, CA, JULY 5

Frank Adamo defeated Caruthers' hometown boy, Bert Stephens, two straight in the "King of the Hill" match race Saturday night.

Later Bert reported that he just wasn't up for the race. "I guess I had too much fourth of July spirits or something."

Frank had to settle for second in the Handicap Main as Chris Hedge went wire to wire for the win. Hedge, a former Junior Speedway rider, has been improving each week and this was his first major win in Handicap racing on the big bikes. Hedge may just be another Steve Lucero or Lance King in the making.

In the Scratch Main, Frank Adamo had to work his way past Buddy Robinson and teammate Grant Salyers. Robinson and Salyers out-gated Adamo and Fletcher. On lap two of the race, Salyers fell leaving Robinson and Adamo to fight for the win with Fletcher running in third. Robinson looked as if he was going to hold on for the win until the last turn when Adamo shot past him for the checkered flag and the win.

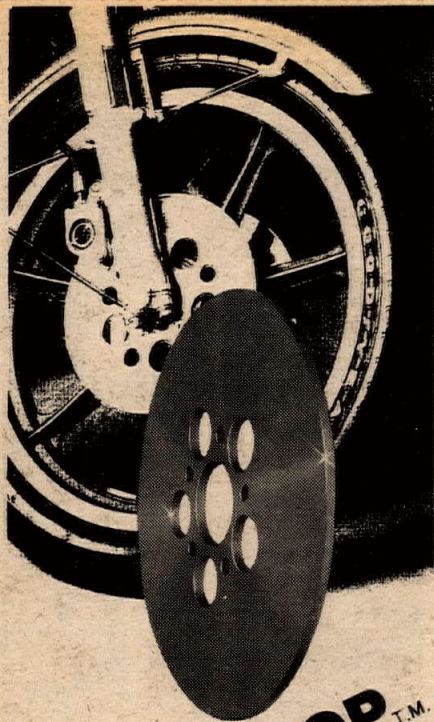
Ken Thiebaud was awarded the challenger trophy by total number of points. Tonight was his first race on a speedway bike and he looked good, but the highlight of the night was Bob Inman's return to racing. Bob came up in second place when the points were totaled at the end of a very pleasant central California evening.

Results

SCRATCH MAIN: 1. Frank Adamo; 2. Buddy Robinson; 3. Danny Fletcher; 4. Grant Salyers.

HANDICAP MAIN: 1. Chris Hedge; 2. Frank Adamo; 3. Steve Viera; 4. Jim Gardner; 5. Sam Mathews; 6. Dan Fletcher.

CHALLENGER: 1. Ken Thiebaud; 2. Bob Inman; 4. John Greer; 5. Marty Nation.



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Keith Fearing placed second in the Open class at SRA's Riverside GP.

Side by side action at SRA Riverside GP

By Sue Senn
 Photo by Action Photographc
 RIVERSIDE, CA, JUNE 15

Even though the team race is the last race of the day, this was the most exciting race this reporter has ever observed.

The overall win was a bitter battle right down to the wire between the teams of Keith Fearing/Paul Huffman and Mike Baker/Paul Krause. The two teams put on a tremendous show but all eyes were on the 125cc class. Three teams (all East/West M.C. members) had each decided the number one spot would be theirs. These three teams: Experts Kent and Kurt Pfeiffer (Yam), Experts Kevin Senn/Bill Holmes (Hus) and Amateurs Mark Heth/Kevin Case (Yam) literally stayed side by side for one and a half hours. This is not uncommon for two teams (four riders) but this reporter has never seen it done with six riders. The start had Kurt Pfeiffer, Holmes and Heth beginning the duel with Kent Pfeiffer, Senn and Case continuing the battle.

Spectators were climbing power poles to better their view. When the course narrowed to barely allow room for one bike, the trio never gave an inch. Riders with lesser abilities would have wiped each other out. At one point, in a hazardous spot, Kurt Pfeiffer and Holmes were on the outside with Heth in the middle. It appeared as if it were a staged performance. Kurt and Holmes leaned out and Heth looked as if he'd been shot from a cannon. He shot forward while his two compadres leaned out, allowing Heth to go through, then rejoined him. Each rider rode five of the 10 laps and on the 10th, with the checkered out, around the far turn came the trio still side by side. Kent Pfeiffer's front tire came across first with Senn inches

behind and Case right behind Senn. What a race. This will be one of those "remember when" stories for quite some time.

Keith Fearing (C-A) and Paul Huffman (KTM) took the overall win and first 250cc with Mike Baker and Paul Krause taking second overall, first Open.

Second and third Open were Bill Nash/Charles Montilepre and Doug Kribell/Rich Bland. Second and third 250cc were Dave Wentz/Darryl Hutchins and Steve Blakely/Phil Thorstensen. Top 80cc went to Barry Crawford/Keith Senn. Beginner 80cc went to Mike Hallahan/Raymond Ameif.

The 80cc race started the day's events and Barry Crawford (Suz) aced "Racin' Jason" Prater (Yam) for this overall.

The 81-200cc race featured many of the team race participants. On the first lap the lead belonged to the oldest of the Pfeiffer brothers, 23-year-old Scott who rides for Premier Yamaha. Behind him a ferocious battle was going on between Kent Pfeiffer, Bill Holmes, Danny Bartholomew, Kurt Pfeiffer and Mark Heth. Twenty-one-year-old Jerry Trimble, who rides for Quincy Kawasaki, jumped out of the pack to join Scott Pfeiffer in a side by side duel where Trimble proved the victor after Scott lost third gear. The pack continued their battle to the end but finished in the above order.

Trimble, from El Cajon was ecstatic with his win. He commented "It was a good course, no dust and cool. I didn't know that was Scott Pfeiffer, I only knew he was one heck of a good rider." Top Novice riders were John Esposito and Vick Lohr while B. Massari, Doug Young and Reid Ferguson captured the Beginner class.

Twenty-three-year-old Scott Kinnier, riding for Premier Yamaha, seemed to have the Open race all sewed up until he was joined by a late starter, Mark Asbury on his box stock Kawasaki. Asbury moved into the lead and went for an easy win after Kinnier developed a flat.

Keith Fearing (C-A) claimed second with Bob Maxwell (Yam) taking third.

Top Amateurs were Jerri Marquis, Doug Kribell and Jerry Seeley. Novice honors went to Charles Sanner, Tim Howard and Billy Nash while Beginners were topped by Bill Seifert, Raymond Solomon and Terry Roberts.

The special Father's Day father/child race overall win went to the dazzling team of Dallas and Mike Baker. This event brought riders out of the woodwork. Many fathers found out what their kids go through. Deke Shamblin, riding with son Shannon, commented, "I'd rather be put in a pit of rattlesnakes than do that again." This event was 100% trophies and strictly for fun — no points but 70 teams signed up and for the four laps it was a real free for all.

Mike Baker (Yam) came back immediately after the special team race to claim the overall in the 250cc class. Being Craig Adams' (KTM) strongest competition for quite sometime, this 18-year-old from Orange has it all together. Craig is not used to taking a second in this class but this win went to Mike.

Phil Thorstensen aced Don Miller for third while the Amateur leaders were Fred Strong, Tom Mitchell and Charles Montilepre.

Novice winners were Kenny Guyett, Rob Hall and Mark Ford. Beginners were Bill Luna, Dale Morse and Jim McMinn.

Dallas Baker proved to be the block behind the chip by taking the overall in the Senior race. Lynn McGraw who rides for Rustan Yamaha, took the lead then seized, turning the lead over to Dallas. The big battle was between Bill Manley, Bryon Farnsworth and Vern Heth who finished in that order. Amateur laurels went to Harry Thornburg, Rick Hobbs and Dennis Grissom.

Peterson, Pilato pulverize CMC Ascot MX

By Tom Corley
 GARDENA, CA, JUNE 18
 Val Tamietti brought his TNT

Maico out onto the Ascot battle-grounds and was out to upset the 250cc Pro class. Tamietti went up against Yamaha support rider Todd Peterson but was only able to lead him for a couple of laps throughout the night. Todd overcame the opposition and took home the first place green in that contest and in the 125cc Pro race as well.

These Pros may make the sportsman riders look slow but they take some nasty falls also. In the first 250 Pro moto the bikes made it around the starting bend but then there was a good spill. Tim Lunde was going on the stretch of jumps, lost control and rolled over onto the lower level of the track. His bike was spinning like a top and another oncoming rider almost smacked into it. Lunde was out from that point on. Peterson went on to win that moto ahead of "Storming Norman" Nilson, Pete Murray and Tamietti.

In the second moto Tamietti shot out ahead and it looked like he was going to take it. He knew that Peterson was right on his tail so he tried to cut him off. It continued that way till they got to the corner by the concessions stand. Then Peterson dove in low and executed the pass. It was Peterson, Tamietti and Murray at the finish. Overall Peterson took two firsts and this won him \$100 ahead of Tamietti, Murray, Norman Nilsson and Chuck Lunde.

Frank Pilato out did everyone and took the 125cc Junior Division II win. He did this by taking two first place wins. Without any doubt Frank is ready for the Intermediate class.

Results

MINI JR DIV I: 1. Dan Sween (Suz); 2. Terry Woody (Suz); 3. Danny Tinsman (Kaw).
MINI JR DIV II: 1. Dan Carpenter (Suz); 2. Steve Evinger (Suz); 3. Greg Warbington (Kaw).
MINI 50: 1. Jason McFarland (Suz); 2. Jason Jones (Suz); 3. Juan Castaneda (Suz).
MINI INT: 1. Duane Summers (Yam); 2. Richard Fleming (Yam); 3. John McLelland (Yam).
100 JR: 1. Ted Steubaer (Yam); 2. Bradley Kelly (Yam); 3. Roberto Reyes (Suz).
100 INT: 1. Terrence Mumford (Yam).
125 JR DIV I: 1. Steve Bainter (Yam); 2. Scott Crawford (Suz); 3. Mike Allen (Yam).
125 JR DIV II: 1. Frank Pilato (Yam); 2. Brian Bates (Suz); 3. Paul Ellis (Suz).
125 INT: 1. Craig Westergaard (Yam); 2. Donnie Luce (Yam); 3. Doug Bowers (Suz).
125 PRO: 1. Todd Peterson (Yam); 2. John Chwastyk (Yam); 3. Ross Maeda (Suz).
250 JR: 1. Doug Davenport (Yam); 2. Rick Johnson (Yam); 3. Gene Northan (Yam).
250 INT: 1. Gary Sewell (AMX); 2. John Stapleton (Yam); 3. DeVon Farley (Hon).
250 PRO: 1. Todd Peterson (Yam); 2. Val Tamietti (Mail); 3. Pete Murray (DMG).
500 JR: 1. Mike Van Duyn (Suz); 2. Rodney Rapp (Suz); 3. Monte Miller (Suz).
500 INT: 1. John Stapleton (Yam); 2. Steven Vanzant (Mail); 3. Mike Stepak (Hon).
500 PRO: 1. Dale Lewis (Mail); 2. Gary Jones (AMX); 3. Val Tamietti (Mail).
OVER 30: 1. Terry Judd (Yam); 2. John McManawan (Yam); 3. P. Cook (CZ).
SR MASTERS: 1. Robert Ottow (Mail); 2. Ed Ott (Yam).

Jennings, Sanchez smoke Old Timers MX

By Bob Alloy

ORANGE, CA, JUNE 22

Must be that most of the Old Timers are still recuperating from our six motos at Mammoth. There were only 20 Old Timers on the line here at Saddleback.

There was nice summer weather for our moto which consisted of one race for all classes with two starts. First were the Masters and Experts, and then it was Amateurs and Novices.

Master Blackie Lewis had the lead for the first three laps, after this however, it was Marshall Jennings right to the very end. This then put Blackie in second. The second moto was Blackie's

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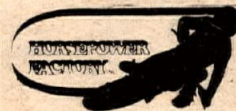
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Robert Reisinger cleared Saddleback's double jump enroute to a CMC win.

for four laps but again Jennings found a faster line and passed Blackie. So it was Jennings in there with another first, and Blackie taking another second.

Expert Dick Mosley got off in super form and kept his lead for five laps. On lap six, it was Bob Berdyck on his new Maico who took over. Bob kept up his winning ways right up to the finishing line. Coming in second was Dan Sanchez. The second moto started with Mosley once again with a beautiful lead. Ken Williams came in and had some good leading action for awhile. Then along about lap three, Cal Browning put his Can-Am into the winning line and kept gassing it until the checkered flag for a very nice first. Sanchez was in there for a lucky second.

Buzz Moeller held the action in the Amateur classification. Not content with victory in moto one, he once again put his Husky into the lead to take the second moto. In moto one, second place winner was Hal Grady and second place winner in second moto was Asker Larnkjaer. No moto would be complete without Larnkjaer's name.

Novice rider Curt Wyatt had the success formula as he rode around, claiming both firsts in both motos. Hanging in there and claiming both second place wins was Bob Alloy.

Results

MASTERS: 1. Marshall Jennings (Yam); 2. Blackie Lewis (Yam).

EX: 1. Dan Sanchez (C-A); 2. Bob Berdyck (Mai).
 AM: 1. Buzz Moeller (Hus); 2. Asker Larnkjaer (Suz).
 NOV: 1. Curt Wyatt (Yam).

Watson returns to form at Speedway 117 MX

By Rod Eschenburg

CHULA VISTA, CA, JUNE 25

Intermediate 250cc rider Dan Watson got back on track at the weekly 1980 Coca-Cola Championship series with a two for two blast over "Bouncin' Bobby" Baldwin as well as making the longest jump of the night off the KPRI Competition Hill." Watson joins Pros Bill Curran and Clint Hardick in the season finale's jump-off for the big stereo from local rock station KPRI.

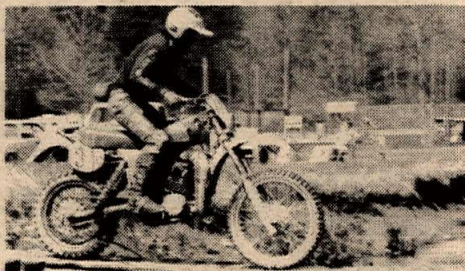
While Watson by far was the longest jumper, he had plenty of trouble in winning the 250cc Intermediates. Last week's winner Terry Belcher was leading the first moto into the final lap until a slide down dropped him to eighth at the checkered flag. Belcher once again took up the chase in the second moto and finished a close second to Watson, but the eighth wiped him out as Baldwin took second off a 3-3 effort and Mark Seymour eked out a third after a 2-6 go.

The Pros were conspicuous by their absence except in the 125s where



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Andy Kirker had two top three Saddleback finishes.

defending 1979 champ Scott Meyer scored a close one over Joaquin Picazo and "Tiger" Tony Jones. All three riders had the lead at one time or another, but it was Meyer at each checkered flag.

The Junior classes were out in force, with the steady riding Mike Kincheloe grabbing the 125s with a 3-2 effort over Alex Leon (5-1), who had a tie-breaker second over David Crowson (1-5). Crowson, who had been steadily picking away at Kincheloe's point lead now finds himself losing four points in the really tight battle. The 250s were not to be outdone. Steve Bolger scored his first 1980 win off another 2-3 go, and Greg Korgie took second over Chuck Kecskes as point leader Richard Mannschreck had fall down and crash problems all night.

The largest field of Mini Juniors of the year went to the gate with first year rider Mitch Palmer going two for two over point leader, Kevin Nolan. Palmer's timing was just right as the now and then rider of Speedway 117 won two tickets to the Los Angeles Coliseum Superbowl for his efforts in addition to the Coke gold.

And finally, the "Bounty Trophy" on Pee Wee "hot-shoe" Jamie Conney remains firmly in her clutches as it wasn't even close over the Gaumont brothers, Eddie and Norman.

The ATCs were back in ever increasing numbers and once again the big match up was Dean Sundahl and Mark "Waxie" Weixeldorfer in the Open class. This week it was Sundahl's turn for the tie-breaker win over "Waxie." The 113cc-132cc Modifieds saw Davis Mueller return to his 1979 form with a two for two victory over Phil Finch.

Results

125cc PRO: 1. Scott Meyer (Yam); 2. Joaquin Picazo (Yam); 3. Tony Jones (Suz).
500cc INT: 1. Peter Berg (Yam); 2. Ric Mahlmeister (Yam); 3. John Lusignan (Yam).
250cc INT: 1. Dan Watson (Yam); 2. Bobby Baldwin (Kaw); 3. Mark Seymour (Hon).
500cc JR: 1. Matt Wheeler (Yam); 2. Jerry Williams (Yam).
250cc JR: 1. Steve Bolger (Yam); 2. Greg Korgie (Yam); 3. Chuck Kecskes (Hon).
125cc JR: 1. Mike Kincheloe (Hon); 2. Alex Leon (Suz); 3. David Crowson (Kaw).
MINI JR: 1. Mitch Palmer (Suz); 2. Kevin Nolan (Kaw); 3. Chris Shaw (Suz).
PEE WEE: 1. Jamie Conney (Suz); 2. Eddie Gaumont (Suz); 3. Norman Gaumont (Suz).
ATC CLASSES
91cc-112cc MOD: 1. Bob Eaton; 2. Tim Kolerich; 3. Gil Campos.
113cc-132cc MOD: 1. David Mueller; 2. Phil Finch; 3. Bob Snaith.
OPEN: 1. Dean Sundahl; 2. Mark Weixeldorfer; 3. Bob Gilliam.

Marino, Reisinger reign at CMC Saddleback MX

By Mike Klinger

ORANGE, CA, JUNE 29

What a scorcher Sunday was! If Sears Point — oops, Golden State International Raceway — or Mammoth MX didn't draw all the riders, the heat kept the rest of them away. Well, there were some die-hards who showed up at Continental Moto-sports Club's Saddleback MX to take in the action on the National track.

Robert Marino (Yam) made it a prosperous day as he won the overall in the Open Pros. In moto one, Marino and Scott Cavness (Suz) banged handle-bars into the first turn with Marino taking the lead on lap four and going on to win. Cavness pursued Marino to the hilt but fell off his machine when the pressure mounted. Cavness finished second with Andy Kirker (Yam) third.

Moto two was all for Kirker, riding an all-white, European looking 465cc Yamaha. Coming off the line Marino was third behind Kirker and Cavness. On lap seven, Cavness retired from the competition due to a flat rear tire. Marino then just coasted to an easy second place finish which gave him the overall with a 1-2 score. Kirker was second overall (3-1) ahead of Randy Norman (5-3).

Kawasaki-mounted Robert Reisinger was the thrill for the day in the 250cc Pros. Reisinger was drawing quite a crowd at the double jumps where he performed airborne sky shots to delight the spectators. In moto one, Reisinger led from the drop of the gate to the checkered flag. The race for second was a real scene. Tim Theodore (Suz), Lee Ramage (Yam), Bryan Maloney (Hon) and Kirker (Yam) were very tight. Theodore retired early and Ramage stalled his machine, leaving Maloney to gain second and Kirker third. While Reisinger opened up an enormous lead, Maloney began to pull the pack for a solid second. Ramage tried to make a comeback and overtake Kirker for third but he was denied and settled for fourth in the moto.

Reisinger may have won moto two, but for 14 laps Maloney put on a very good charge to overtake the leader. Ramage and Theodore were also in the thick of things but Ramage left the race with mechanical problems. Within the last three laps, Maloney moved right up on Reisinger, ready to pass him, and then the Honda lost its footing and slid out, setting Maloney back about 10 seconds. Kirker had been trailing Theodore for the entire moto but made his move in the closing moments and took third overall.

So, the day ended for the 250cc Pros with Reisinger gathering a 1-1 tally for the overall with Maloney second then Kirker and Bob Ashleigh (Suz).

The turnout was a little slim in the 125cc Pros but Steve Pfaff made the best of it. Pfaff took a pair of seconds which gave him the overall monies, but not until he earned it in both motos. Curt McCuistion (Kaw) won moto one with Eric Baker (Suz) leading for awhile but Baker turned to the infield with a flat tire on lap 10.

Moto two was all Baker's after fixing the flat. Pfaff again placed second with Tim Shelton third and McCuistion fourth. Pfaff scored a 2-2 for the overall with McCuistion (1-4) second. Baker (6-1) was third, then came Shelton (4-3).

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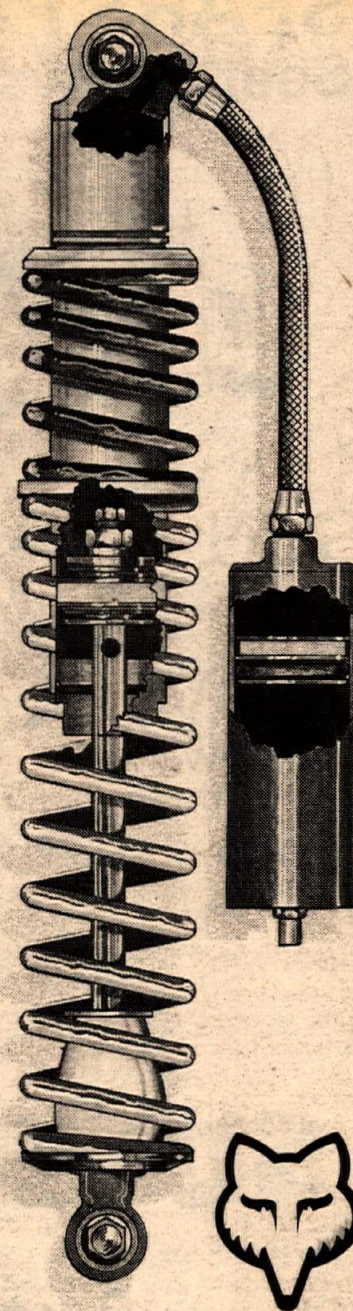
In the fevered world of 125 World Championship Grand Prix racing, a new star is emerging. Michele Rinaldi from Italy won both motos of the Italian round on June 15th to move into third place in the standings. Since equipping his factory TGM with FOX FACTORY SHOX, Rinaldi has been a new force to consider. His competition has been noticing, too, and so at the last round **four of the top six riders** were using FOX FACTORY SHOX including second place winner Tarao Suzuki.

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NORTHERN DATELINE

Shopher wins Oregon 250 GP Challenge

By Russ Cazier

PORTLAND, OR, JUNE 22

The impact of two northwest road races on the same Sunday was evident as a relatively small field of entrants raced before a good crowd of spectators at Portland International Raceway. The \$1600 purse for the 250 GP Challenge attracted riders from as far away as Canada and the San Francisco Bay area, but the absence of Lind, Phoenix, Pinkstaff, Skiver, Sutton, Whitlow and Wilson, et al, gave some diehard Oregon Motorcycle Road Racing Association racers a delicious taste of the front of the pack.

The modified schedule called for one heat of 15 laps for each of the usual racing classes plus the main event, 25 laps in 250cc GP.

The first race, 125cc GP, set the tone for the day's racing as Bill Mullins of Concord, CA, Tod Dressel and Peter Jacobson pulled away from the field in a three-way dice that lasted into the 12th lap. Mullins finally stretched a small lead in the last three laps and was followed across the line by Jacobson and Dressel. Dean Zinter's air-cooled 125 was next after a brief off-track excursion where he overcooked the esses in turns seven and eight.

Rod Chronister and John Haskin put on a fine show in Open Production, dicing from start to finish. Haskin and Chronister had met briefly in the last race at Portland when Haskin ran into Chronister from behind. Any ill will was rapidly forgotten as the two stayed within feet of each other the entire 15 laps of the heat.

Haskin's GS1000 had a bent point cam with resulting strange timing characteristics and no tachometer or even speedometer but still had a slight power edge on Chronister's new GS750.

Haskin's win or crash style paid off this time, with Chronister pulling a close second.

The two went at it again in a combined 850/Open Cafe heat with neither one very concerned by the fact that they were in different classes for this race. Haskin again edged Chronister after one off-track trip and a locked up, sliding pass in turn one.

Dan Zlock, on a Suzuki GS850 Cafe bike, took the win oblivious to the madness going on behind him. Chronister says he's going to prepare for their next meeting by beating on his point cam with a hammer.

In the featured 250cc GP race, Glen Shopher, also up from Concord, shot his beautifully prepared TZ250 into an early lead and used a fast bike and a smooth, precise riding style to stay there. Excellent dicing was going on further back, with Mike Ross and Chris Robinson swapping positions several times, but with Ross ahead when it counted.

Glen Shopher, leaving Portland on his way to Road Atlanta, had praise for the track and OMRRA and said he'll be back. The \$500 check in his pocket for 33 minutes of slaving over a hot motorcycle represented a wage rate of about \$900 an hour, and should help with gas money to Georgia.

Results

250 GP CHALLENGE: 1. Glen Shopher (Yam); 2. Michael Ross (Yam); 3. Chris Robinson (Yam); 4. Gene Brown (Yam); 5. Doug Guthrie (Yam).

OPEN PROD: 1. John Haskin (Suz); 2. Rod Chronister (Suz); 3. Russ Cazier (Suz).

550 PROD: 1. Eric Garland (Yam); 2. Robert Adams (Yam); 3. Richard Johnson (Yam).

430 PROD: 1. Chris Robinson (Hon); 2. Robert Adams (Yam); 3. Thomas Hilliard (Suz).

OPEN CAFE: 1. Dan Zlock (Suz); 2. John Haskin (Suz); 3. Russ Cazier (Suz).

850 CAFE: 1. Dan Zlock (Suz); 2. Rod Chronister (Suz); 3. Ken Neill (Hon).

600 CAFE: 1. Tod Dressel (Yam); 2. Ken Neill (Hon); 3. Mike Steffi (Yam).

OPEN GP: 1. Gene Brown (Yam); 2. James Dawley (Yam).

125 GP: 1. William Mullins (Yam); 2. Peter Jacobson (Hon); 3. Tod Dressel (Hon).

OPEN SINGLE GP: 1. Gene Brown (Yam); 2. Michael Marr (BSA); 3. Miles Andrist (Hon).

Get-offs and getting it on at Mt. View

By Jan Newman

Photos by Barney Newman
and Newman

SANDY, OR, JUNE 22

We fooled the weatherman. Mt. View got nary a drop of the showers predicted for today. A few clouds helped hold the dust to a minimum on a day ideal for racing.

There were a lot of exciting get-offs all day long at various places. I'm sure there were some bruises and newly discovered muscles, but no serious injuries were reported, fortunately.

The first Open Junior moto gave us the first crashes. Only 50 feet from the gate, Doug Snook (Yam) tried to get traction on Tim Dyke's fanny. Tim had apparently decided to let his Kawasaki go on without him.

Several others were tangled by the tree in the first turn. Mike Overfield (Kaw) led the survivors for most of the race while Randy Townsend (Yam) was putting on a super ride from the back of the pack to eventually win it.

Round two went to Terry Conklin (Yam) all the way while Overfield worked from next to last on lap one to second at the flag for top brass.

Gary Boslar (Hus) led wire to wire in the first 250cc Intermediate race but, after struggling from a mid-pack start, he worked up to seventh in the second moto before a boo boo dropped him to the tail end. Ted Holt (Suz) put in a 2-1 for first overall.

Randy Horn (Kaw) was the crash specialist for this class. He failed to properly maneuver the double jump at the finish. He was shaken up but managed to attend to his screaming bike — we thought he might have to pull the piston to silence it.

The first 250cc Pro moto was led by Arne Hettman (Hon) with Jeff Cropper (Yam) poking at him until he got around. Holding third until the halfway mark was Chris Selnes (Suz), but he suddenly parted company over the bars of the Zookie and wound up with a right angle bend in those bars.

On the same lap Allen Pits (Suz), trying to get from back to front, pulled a hairy slide out coming up the double jump. His frame had broken at the downtube leaving him with a stretched out low rider. Fortunately it had happened on the way up, not down. Cropper came back to win the second with Perry Scott (Hon) nabbing both follow up spots.

The first 125cc Pro moto had a variety of leaders. First Michael Kinnear, then Cropper and finally Tim Michlitsch who had started last.



(Top) Allen Pits displays his newly-chopped RM, courtesy of Mt. View.

(Above) Mark Younkin (04) and Kelly Corwin (7) lead Mt. View 250cc Jr. start.

Cropper was forced to retire with piston failure.

Round two found Cropper back out in front with a used piston until Hettman, the only rider not Yamaha mounted, took over. All of a sudden here comes Michlitsch, again from last, pushing Cropper right by Hettman. The last three laps were a real scramble between Cropper and Michlitsch with Tim taking over on the final loop.

The first Open Pro bash belonged to Barney Newman (Yam) all the way. He started out front in the second but Monty Mitchell (Hon) began applying some pressure and took over while Newman spent a couple of laps alternately getting off the track and off his bike. Mitch Kirkpatrick (Hus) pulled up to give Mitchell a real push going into the home stretch.

There were only two Mini Expert entries and it looked as if Denny Fennell would walk away with the second moto as he had the first. He

had a cozy lead but Sean Leichner suddenly started creeping up on him like a girdle on a fat lady. The last several laps were really up for grabs and they took the flag side by side. Fennell had a slight edge at the climax.

Results

PEE WEE: 1. Travis Whitaker (Yam).
 MINI JR: 1. Jeff Miles (Hon); 2. Dave Carlile (Yam); 3. Nicky Blasdel (Kaw).
 MINI INT: 1. Mike Ingebo (Yam); 2. Rick Celorie (Yam); 3. Tracy Thom (Kaw).
 MINI EX: 1. Dennis Fennell (Yam); 2. Sean Leichner (Yam).
 100 JR: 1. Mike Joima (Yam); 2. Mike Hauskins (Yam); 3. Karl Dilday (Suz).
 100 INT: 1. Mark Sather (Yam).
 125 JR DIV 1: 1. Kenneth Hinkley (Yam); 2. Mike Chase (Kaw); 3. Bruce Ferguson (Yam).
 125 JR DIV 2: 1. Louis Gregory (Yam); 2. Ted Skipper (Hon); 3. Doug Boddy (Yam).
 125 INT: 1. Kevin Ford (Suz); 2. Warren Sorahan (Yam); 3. David Hettinga (Yam).
 125 PRO: 1. Tim Michlitsch (Yam); 2. Arne Hettman (Hon); 3. Dale Semmler (Yam).
 250 JR: 1. Duncan Davis (Yam); 2. Tony Cabodi (Yam); 3. Patrick Nellis (Yam).
 250 INT: 1. Ted Holt (Suz); 2. Lyle Schoppert (Mail); 3. Jerry Ebert (Yam).
 250 PRO: 1. Jeff Cropper (Yam); 2. Perry Scott (Hon); 3. Steve Howland (Yam).

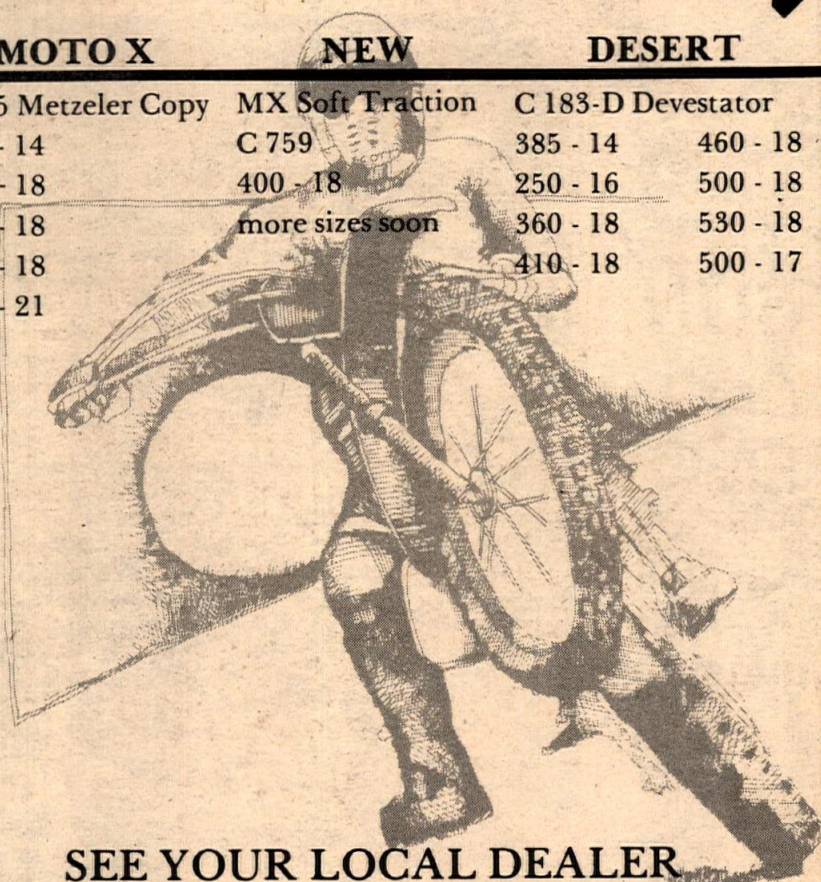
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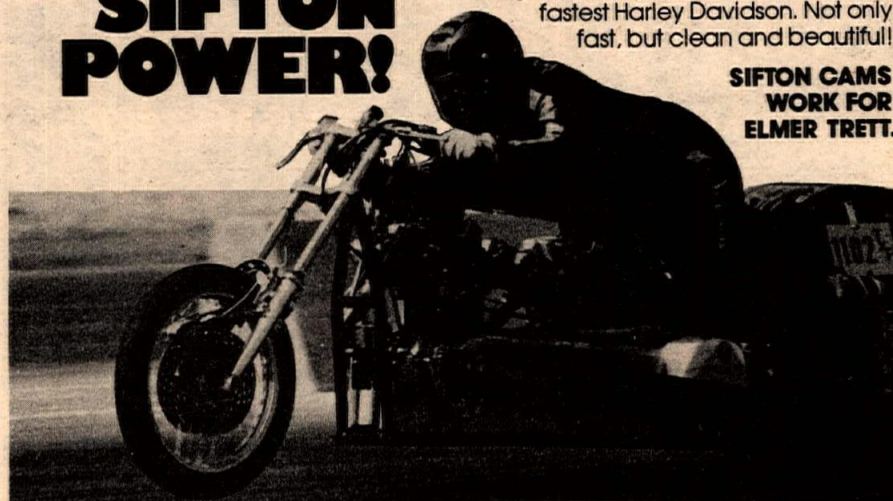


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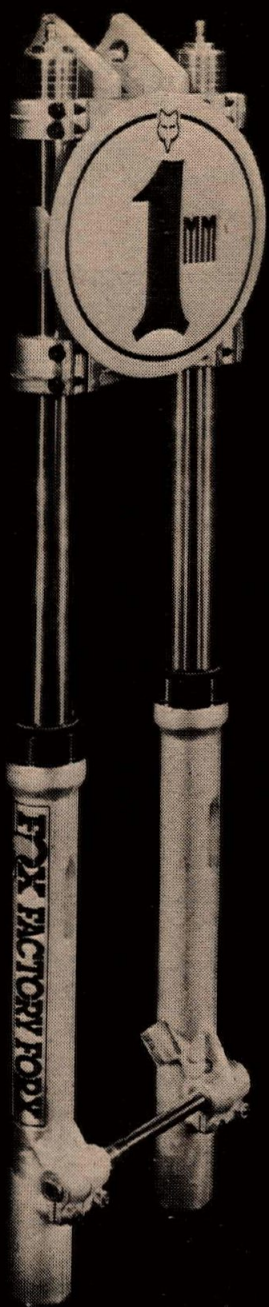
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NORTHERN RACELINE



Roy Davis streaked to second in the Clarks Branch 125cc Pro ranks.

OPEN JR: 1. Mike Overfield (Kaw); 2. Terry Conklin (Yam); 3. Steve Rutherford (Yam).

OPEN INT: 1. Robert Cicerchi (Yam); 2. Craig Bogle (Yam); 3. Ron Long (KTM).

OPEN PRO: 1. Monty Mitchell (Hon); 2. Barney Newman (Yam); 3. Mitch Kirkpatrick (Hus).

30 TO 40: 1. Ron Long (KTM); 2. David Waber (Suz); 3. Rusty Garrison (Kaw).

OLD TIMER: 1. Jim Newman (Yam); 2. John Semmler (Yam); 3. Bud Rutherford (Yam).

Prause and Williams fight to a draw at Clarks Branch

By Delbert Longbrake

ROSEBURG, OR, JUNE 22

Craig Prause and Steve Williams christened the 1980 Summer Series at the Clarks Branch motocross track as both riders took turns leading and following each other to the finish line. Prause led Williams to the flag in the Open Pro class with Williams leading Prause to the flag in the 250cc Pro class.

Riders found the track disced and watered as they returned to Clarks Branch to race the first of a four-race Summer Series and the 250cc Pros found themselves first to try out the track.

The gate fell and Williams charged into the first turn and the lead, never to give up that prestigious position. In second was Mike Somerville with Prause, Rod Huffman, ex-Gregson mechanic Rich Earl, Carey Lund, Randy Pekarek and Roy Davis making up the other positions.

Davis started moving up one position per lap and by lap five was in fourth place behind Prause. Prause pulled out the stops on his Kawasaki and the two riders quickly caught Somerville who was still in second.

The racing was fierce as the three headed toward the giant downhill. Everyone knew that Davis wasn't shy about charging down the downhill, shifting up through the gears and flying over the double jumps which lie about one-third of the way from the top, but this time Davis shot for the moon.

He leaped the first jump which sent him 40 feet to the lip of the second jump. This whole affair initiated Roy Davis into the exclusive and prestigious "broken front hub club" where he becomes the second member and joins Carey Lund. Luckily Roy saved it and limped his Yamaha into the pits.

With Davis out, Prause continued to pressure Somerville and with two laps

to go, he went by for second place. Behind Williams, Prause, and Somerville were Pekarek, Huffman and Lund. Earl DNF when he lost his rear brake due to a broken brake rod on his Husky.

In the second moto, Williams once again motored away from the pack on his Yamaha leaving Prause to follow in second. Davis passed Pekarek on the second lap after Randy's Yamaha lost its tranny. Davis continued in third until halfway when he suddenly slowed and pulled off the track. That left third place open to Somerville. Huffman and Earl completed the order. At the finish, Williams held a 27-second lead over Prause.

The track was in beautiful shape as the 10 125cc Pros lined up and when the gate fell, Joe Spangler was first to drive through the wide, sweeping right-hand first turn. Robby Watilo was behind Spangler with Carey Lund and Rick Smith tagging along. Roy Davis was in a distant seventh place.

Before the 125s could complete one lap, the Open Pros were turned loose and Steve Williams left the gate like he was once again going to dominate. But after one lap, Craig Prause got bored with second place and, looking more like a flattracker than a motocrosser, Prause slid his big Kawasaki around Williams' Yamaha in a wide sweeping turn. In third was Joe West with Phil Randall fourth.

Meanwhile the 125s had been doing some place-swapping with Spangler dropping out after leading three laps and Lund passing Watilo at the bottom of the downhill for first place. Davis also moved up and at the finish the order was Lund, Watilo, Davis and Smith. Prause led the Opens to the finish with Williams, Randall and West finishing in that order.

In the second 125cc Pro moto, Davis moved quickly to the front of the pack and stayed there until he saw a checkered flag. Second place, however, was about as stable as Mount St. Helens as Smith first battled James Wiant for that spot and won, and then battled Lund. The 29-year-old Smith was holding off the 15-year-old "front hub club" member, but finally with three laps left, Smith folded to the pressure and the finishing order was Davis, Lund, Smith and Wiant.

The Open Pro class saw Williams get caught trying to outguess the backwards falling gate and getting caught in said gate. Prause and crew were to the first turn when Williams got untangled. There was one unfortunate mishap when West went



Brian Sutton pulls the WMRA six-hour winning Suzuki through a bend.

down on lap two and had to be carried off the track. However, he was not taken from the park in the ambulance. At the finish, Prause had won handily over Williams and Randall.

Results

125 PRO: 1. Carey Lund (Suz); 2. Roy Davis (Yam); 3. Rick Smith (Yam).
250 PRO: 1. Steve Williams (Yam); 2. Craig Prause (Kaw); 3. Mike Somerville (Yam).
OPEN PRO: 1. Craig Prause (Kaw); 2. Steve Williams (Yam); 3. Phil Randall (Yam).
PEE WEE: 1. Roy Raiter (Hon); 2. Ryan Huffman (Suz).
MIDGET JR: 1. Andy Byrd (Yam); 2. Monty Spalding (Suz).
MIDGET INT: 1. Jeff Daily (Suz).
MINI INT: 1. Terry Davis (Suz); 2. Gary Yarbrough (Hon).
MINI EX: 1. Troy Davis (Suz); 2. Seth Malcom (Yam).
100 JR: 1. Fred Hajdy (Yam); 2. Justin Geyer (Yam); 3. Russ Fagan (Suz).
100 INT: 1. Brad Johnson (Yam).
POWDER PUFF: 1. Paige Dickinson (Suz); 2. Sandy Davis (Yam).
125 JR: 1. Lindsay Wurn (Yam); 2. Ted Perreard (Suz); 3. Ben Wood (Hon).
125 INT: 1. Kent Egli (Yam); 2. Laurence Vanhoof (Yam); 3. Rod Keller (Suz).
250 JR: 1. Richard Moore (Kaw); 2. Scott Elder (Mon); 3. Karl Rutter (Yam).
250 INT: 1. Tim Stillion (Yam); 2. Jim Jameison (KTM).
OPEN JR: 1. Ken Kulluson (Hus); 2. Marty Webb (Yam); 3. Wayne Longworth (Suz).
OPEN INT: 1. Elmer Reimer (Suz).
ELDERLY GENTS: 1. Fred Pariani (Yam); 2. Charley Harter (Mal).
OREGON O.T.R.A.: 1. Elmer Reimer (Suz); 2. Vern McCall (Yam); 3. Bill Naylor (Yam).

Skiver, Sutton, Pinkstaff win Washington six-hour endurance race

By Russ Cazier and Howard Pinkstaff

KENT, WA, JUNE 22

Washington Motorcycle Road Racing Association's annual six-hour endurance race at Seattle International Raceway may become known as the Randy Skiver Benefit Road Rally. Skiver, teamed this year with Brian Sutton and Keith Pinkstaff on a Bellevue Suzuki-prepared Suzuki GS1100, has now stood in the winner's circle three out of three WMRA Six Hours. Skiver was part of a remarkable win in 1978 on a Honda CX500 cafe bike and won again in 1979 on a Suzuki GS1000.

No small part of the credit for this year's overall win must also go to Greg Olson who, with Skiver, prepared the GS1100 Open Cafe machine and ran a pit crew which was able to make two rear tire changes without ever giving up the lead. But the proficiency in the

pits was matched by speed on the track as Skiver, Sutton and Pinkstaff simply turned faster lap times than their competition.

Late in the third hour of the race, while Pinkstaff was aboard, the GS1100 began developing a vicious wobble which Pinkstaff quickly diagnosed as a deflating rear tire and came into the pits. Two and a half minutes later, the pit crew had mounted a spare wheel and Brian Sutton went out for his hour stint on a DOT-approved Metzeler Sport.

The Bellevue Suzuki pit crew decided to send Skiver out for the final hour on a fresh slick and when Sutton finished his hour, the tire change was again made without losing the lead. Skiver went out to finish the race nine laps ahead of the second-place team.

Up to almost the fourth hour of the race, the Kawasaki 1000 Open Cafe entry of John Brady, Jeff Ducken and Joel Ittner was staying in contention, but the bike lost fourth gear. The team soldiered on for another hour, but the necessary over-revving in third gear took its toll and the bike gave up at 4:40 into the race.

In spite of the eventual runaway for the overall win, there was close racing behind first place as second, third and fourth places were all taken by Open Production bikes. Monte Phoenix and Dave Wilson rode to an impressive second overall and first in Open Production on a DG Service-prepared Kawasaki 750.

The next two finishers were decided at the finish line, with another Bellevue Suzuki entry of Craig Gottschalk and Sean Phillips on a GS750 edging out Bill Allard and John Moffett on a GS1100.

Next in overall standings and the 410cc Production class winner was the Cosmic Racing entry with Ken Botham, Rodger Bump and Fraser Mitchell as pilots. The next two machines approaching the finish line were both on their 191st lap and Mark Hislop and Fred Zalud prevailed at the flag for a sixth place overall and the win in 600cc Cafe.

One of the hazards of endurance racing, that of the great speed differences between the different classes on the track at the same time, was pointed out graphically at 1:30 in the race when the GS1000 Open Cafe entry ridden by Ray Baker ran into the back of a 410cc Production bike halfway down the long straight past pit row.

Hal Davis on a Honda 400 did a miraculous job of staying upright, but Baker and his motorcycle took a 130-mile-per-hour tumbling high side. Baker came to rest 200 feet later in the middle of the track, laying prone and still for four minutes with bikes being flagged around him, then got up and walked to the ambulance complaining of a slightly sore shoulder. The bike was demolished.

Forty-eight entries started the race and 17 finished. Twelve of the 17 were essentially stock motorcycles, which speaks eloquently for the high quality of machinery available to all of us. •

Results

OVERALL: 1. Randy Skiver, Brian Sutton, Keith Pinkstaff (Suz) 211 laps; 2. Monte Phoenix, Dave Wilson (Kaw) 202 laps; 3. Craig Gottschalk, Sean Phillips (Suz) 197 laps; 4. Bill Allard, John Moffett (Suz) 197; 5. Ken Botham, Rodger Bump, Fraser Mitchell (Yam) 194 laps.
OPEN CAFE: 1. Skiver, Sutton, Pinkstaff; 2. David Jensen, Dan Martinez, Dan Wood (Kaw); 3. John Ishii, Dave McDonald, Pat Paull (Hon).
600 CAFE: 1. Mark Hislop, Fred Zalud (Hon); 2. Floyd Fortin, Chris Loomis, Marty Wilkinson (Hon); 3. Steve Haug, Michael Durbin (Hon).
OPEN PROD: 1. Monte Phoenix, Dave Wilson (Kaw); 2. Craig Gottschalk, Sean Phillips (Suz); 3. Bill Allard, John Moffett (Suz).
410 PROD: 1. Ken Botham, Rodger Bump, Fraser Mitchell (Yam); 2. Dean Busch, Mike Kenyon (Hon); 3. Rick Crosby, Brian Noel (Yam).



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CALENDAR

CHAMPIONSHIP EVENTS

1980 AMA/Winston Pro Series Schedule

7/19	Gardena, CA/TT
7/27	DuQuoin, IL/M
8/1	Hinsdale, IL/ST
8/3	Peoria, IL/TT
8/3	Laguna Seca, CA/RR
8/16	Cedar Rapids, IA/H-M
8/17	Pocono, PA/RR
8/23-24	Indianapolis, IN/M
8/31	Pittsburgh, PA/H-M
9/7	Syracuse, NY/M
9/14	Tulsa, OK/H-M
9/21	San Jose, CA/M
10/4	Gardena, CA/H-M

All dates & locations subject to change

1980 AMA National MX Schedule

8/24	Binghamton, NY/125-500
8/31	St. Petersburg, FL/125-500

1980 AMA Super-cross Series Schedule

7/12-13	Los Angeles, CA
8/9-10	Philadelphia, PA
10/25	San Diego, CA

1980 Trans-USA Series Schedule

9/21	Lexington, OH
9/28	Buchanan, MI
10/5	New Berlin, NY
10/12	Braselton, GA
10/19	Sears Point, CA

1980 AMA National Enduro Schedule

Central Region

8/17	200 mi. Nat'l. Lansing MC, Lansing, MI 517/374-8193
10/5	100 mi. Nat'l. IN/IL/KY Enduro Riders Ass. Evansville, IN 812/867-2937
10/19	100 mi. Nat'l. Forest City Riders Rockford, IL 815/399-9233
11/9	Tulsa Enduro Riders Assn. Tulsa, OK 918/258-2641

Eastern Region

8/24	100 mi. Nat'l. Greylock Riders MC Pittsfield, MA 413/443-6369
8/31	Columbia Enduro Riders Assn. Columbus, SC 803/356-4556
10/12	150 mi. Nat'l. Enduro Riders Assn. Columbus, OH 614/272-8146

1980 NMRA Drag Race Schedule

8/9-10	Fremont Raceway Fremont, CA
**8/27-9/1	Indianapolis Raceway Park U.S. Nationals Indianapolis, IN

10/4-5	Atco Dragway Atco, NJ
**10/18-19	Ontario Motor Speedway NHRA World Finals Ontario, CA

*Pro Stuck Bike event only
**Top Fuel Bike event only

1980 IDBA Drag Race Schedule

8/16-17	Summer Nationals Washington, DC
9/13-14	Lone Star Nationals Houston, TX
10/11-12	World Finals Gulfport, MS

1980 Dragbike! Race Schedule

TBA	MotorCity Natls. Detroit Dragway Detroit, MI
TBA	US Nitro & Bracket Championships US 30 Dragway Gary, IN
7/26-27	Dragbike! Natls. TBA
8/2-3	2nd Annual Garden State Classic Island Dragway Great Meadows, NJ
8/8-9	Bikernationals Black Hills Dragway Belle Fourche, SD
8/30-31	Syracuse Natls. ESTA Safety Park Cicero, NY
9/6-7	Longhorn Natls. Green Valley Race City Dallas-Ft. Worth, TX
9/20	MidAmerica Finals National Trail Raceway Columbus, OH
9/27-28	Southern Nationals TBA
10/18-19	Okie Classic Tulsa Intl. Raceway Tulsa, OK
10/25-26	Florida State Championships Speed World Orlando, FL
11/22-23	National Finals Gainesville, FL

1980 SCORE Race Schedule

8/21-24	Off Road World Championships Riverside, CA
9/27-28	Off Road Championship Sonoma, CA
11/4-7	Baja 1000 Ensenada, BC

1980 AMA National Hillclimb Series

7/20	Chillicothe, OH
8/3	(Nat'l.) Muskegon, MI
8/31	Chillicothe, OH
9/14	Freemansburg, PA
9/21	Jefferson, PA
10/12	Oregonia, OH

1980 AMA Regional Motocross Series

7/20	Mulky Park, OR Northwest MX Ent. 503/644-5395; 472-2475
7/27	Washougal, WA Northwest MX Ent. 503/644-5395; 472-2475

8/3	Sandy, OR Northwest MX Ent. 503/644-5395; 472-2475
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Central Region

7/20	Tipton Hills, IA Tipton Hills Rec., Inc. 319/946-3131
10/5	Lake Whitney, TX Rio Bravo MX 713/482-7593
10/12	Austin, TX Rio Bravo MX 713/482-7593
10/19	Lake Whitney, TX Rio Bravo MX 713/482-7593

Eastern Region

7/13	Malvern, OH Moto Sports Trails, Inc. 216/823-3786
8/17	Brownsville, PA Hi-Point Raceway 304/296-4157

Tentative 1980 AMA/NATC Observed Trials Series

8/30	Ohio
9/1	Alabama
10/4	Colorado
10/5	Texas

1980 AMA Superbike Series Schedule

8/3	Monterey, CA
8/17	Mt. Pocono, PA (Pro-Am Series)
8/24	Braselton, GA (Pro-Am Series)
10/5	Daytona Beach, FL (Pro-Am Series)

1980 AMA Regional Dirt Track Series Western Region

7/13	Clackamas, OR/TT
8/10	Sturgis, SD/H-M

Central Region

7/13	Bridgeton, MI/TT
8/10	Seymour, WI/H-M
8/14	Pecatonica, IL/H-M
9/28	Oklahoma City, OK/H-M

Eastern Region

8/15	Hamburg, NY/H-M
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World Championship Observed Trials Series

7/13	Italy
8/24	Finland
8/31	Sweden

World Championship Road Race Series

7/27	Finland
8/10	Great Britain
8/17	Czechoslovakia
8/24	West Germany

World Championship MX Series 125cc

7/27	LEXINGTON, OH
8/3	Canada
8/17	Spain
250cc	
7/13	Netherlands
7/20	NEW BERLIN, NY
8/17	Finland
8/24	Sweden
500cc	
7/20	West Germany
8/3	Belgium
8/10	Luxembourg

World Championship Endurance Road Race Series

7/27	Suzuka, Japan/8 hr.
8/16-17	Spa, Belgium/24 hr.
9/7	TBA/Italy
9/13-14	Bol d'Or, Paul Ricard France/24 hr.
9/23	Brands Hatch, England/1000 Km.

Other Major U.S. Events

8/1-3	Lake Whitney, TX Honda/AME American Minicycle Grand Natl. Finals
8/2-3	Morgantown, WV AMA/Suzuki Youth MX Natl. Final
8/5-10	Ponca City, OK NMA National
8/17	Carlsbad, CA Women's MX Nationals
9/21-27	Wendover, UT Bonneville Speedweek
10/4-5	Zumbro Falls, MN AMA Amateur MX Natl. Final
11/1-2	Carlsbad, CA Superbikers

Other Major Events Abroad

8/16	Ireland Ulster Tourist Trophy Road Racing
9/5	Sweden World Individual Speedway Championship
9/7	France Trophée des Nations
9/14	Great Britain Motocross des Nations
9/14	West Germany Long Track
9/21	Poland Team Speedway
9/22-27	World Championship France ISDT

EVERY WEEK

Tuesday

IESRA SHORT TRACK

Triber's Stateline Speedway, Stateline, ID. 20 mi. E of Spokane, WA, on I-90. 50-750cc, 100% purse. 50-125s trophy only, 250s 20%, 500s 30%, Open 50%. Entry \$4, Pros \$6. Silencers & class C traction req. Prac. 7 p.m., race 8. Rob Simon 208/773-5890.

Wednesday

CMC MOTOCROSS

Ascot Park, 18300 S. Vermont Ave., Gardena, CA. Gates open 5 p.m., sign up to 6:30, prac. 6-7, race 7:30. 150% Pro p.b. CMC lic. req. Entry \$10 (no gate fee for riders). Watch \$4.00 Jrs. \$2.50, kids \$1.50. New lights, Over 30 every wk. Info 714/557-3323.

CMC MOTOCROSS

Speedway 117, Chula Vista, CA. I-5 or 805 S to jct. 117, go E 5 1/2 mi., end of Brown Field airport. Coca Cola \$7500 Stadium MX, all classes, \$3000 rider insurance, free parking. Gates open 4:30 p.m., prac. 6-7, race 7:30. Entry \$10, watch \$4, 9-14 \$2. Info 714/420-7414.

SPEEDWAY RACES

National Orange Show Fairgrounds, San Bernardino, CA. S.B. Fwy. to Orange Show Rd. exit. Free parking and programs. Entry \$7, mech. \$5. Watch \$4, 6-12 \$5. Races start 8 p.m. Info 213/446-0969.

D-36 SHORT TRACK

Fremont Raceway, Fremont, CA. Hwy. 17 to Durham Rd., go W., take 1st left, follow signs. All classes, Semi-Pro & Mini. Gates open 5 p.m., prac. 6, race 7:15. \$3 watch, \$8 ride. Info 415/533-4327, 408/463-0548.

Thursday

R.A.C.E. NIGHT MOTOCROSS

Orange County International Raceway, Irvine, CA. I-5 at Sand Canyon, I-405 at Irvine Center Dr. Gate opens 5 p.m., prac. 6, race 7. Entry \$15 Pros, \$8 non-memb., \$6 RACE memb. (admission not inc.). Admission \$3.50, students \$2.50, children \$1. 100% Pro p.b. 30% brass. Info 714/552-5511.

AMA SPEEDWAY

Ascot Park, 18300 S. Vermont Ave., Gardena, CA. \$1,165 purse, 1/4 mi. track, 22 events. 1st & 2nd Div. only. Sign up 5 p.m., race 8. Watch \$4, 13-16 \$3, 9-12 \$1.50. Info 213/321-5323, 323-5055.

Friday

CALIFORNIA

R.A.C.E. MOTOCROSS

Corona Rcw., Hwy. 91 E Buchanan, Corona, CA. Mini thru Open, 100% p.b. to Ex. 714/689-1913, 735-1705.

SPEEDWAY RACES

Orange County Fairgrounds, Costa Mesa, CA. 8:00 p.m. Admission \$4.50, Jrs. 12-15 \$3, 5-11 \$1. Info 714/492-9933.

SACRAMENTO NIGHT MOTOCROSS

Sacramento Raceway, 5305 Excelsior Rd., Sacramento, CA. Gates open 5:30 p.m., sign up to 7, prac. 6-7:15, race 7:30. Nov/Int/Ex/Pro classes for 125/250/Open. Minis/PP/Vet/OT/Ody race separate, min. 8 riders. 30% same night brass, 125% Pro p.b. Entry \$10, watch \$4, Info 916/363-2646.

SACRAMENTO SPEEDWAY

Cal Expo Fairgrounds, Sacramento, CA. Ethan Way & Exposition Blvd., Gate 9. \$1225 purse, entry \$7. Race 8:15 p.m. John Houston 916/448-7557, 485-7140.

D-36 NIGHT ROUGH SCRAMBLES

Sand Hill Ranch, Brentwood, CA. Corner of Camino Diablo & Vasco Rd. Gates open 5 p.m., prac. 7, race 8. Entry \$10. 80% Ex. p.b. Spect. \$4. D-36 numbers & colors a must. Tom Anderson 415/798-5695, 634-3328.

WASHINGTON

SIR NIGHT MOTOCROSS

Seattle International Raceway, Seattle, WA. All classes. BMX. Entry \$8, \$13 Pro. Prac. 6 p.m., race 7. 206/631-1550.

OKLAHOMA

NIGHT MOTOCROSS

Thunderbird Park, Claremore, OK. NW of Claremore All classes. For info: Leonard Smith, 700 SE 10th, Pryor OK 74361. 918/825-3049.

TEXAS

TEXAS NIGHT MOTOCROSS

Mosier Valley MX Park, Ft. Worth, TX. Gate & track changes inc. over/under bridge. Trophies thru 5th, Ex. purse \$300 or 300% p.b. All classes, Ex. ride 3 motos. Gates open 5:30 p.m., prac. starts 7. Entry \$8, Ex. \$10, gate \$4. Info 214/245-4693.

SHORT TRACK

Ross Downs Short Track, Colleyville, TX. 8:00 p.m. Pro-Am. Located on NE side of Ft. Worth. 241-1359.

TEXAS MOTOCROSS

Rio Bravo MX Park, Houston, TX. 5 mi. E on E Mount Houston Rd., off Hwy. 59 North. All classes. Trophies thru 6 places to Am, Ex. 100% p.b. Entry \$8. Swimming, showers, game room, grandstands. 713/458-0090.

NIGHT MOTOCROSS

Capitol City Night MX, Austin, TX. Adjacent to Austin MX Park, Hwy. 183 N of 7th Street. Race 8 p.m. 713/482-7593.

UTAH

BONNEVILLE NIGHT MOTOCROSS

Bonneville Raceway Park, 6555 W. 21st South, Salt Lake City, UT. 12 mi. W of town on 21st South W-bound. All classes from Pee Wee to Pro inc. Ex. class for trophies only. 100% Pro p.b., 20% trophies. Rest rooms, concessions, padded seats. Gates open 4:30 p.m., sign up to 6, race 7:30. Entry \$8, Pros \$10, watch \$3. Bonneville MX Assn. Info 801/250-2600.

Saturday

CALIFORNIA

SADDLEBACK SATURDAY MX

Saddleback Park, Orange, CA. Gate opens 7:30 a.m., prac. 8-8:30, race 9. Pros race 40 min., others 30 min. Entry \$10, Pros \$15. No memb. or mail entry req. 33.33% trophies. 714/495-4771.

NITE DRAGS

Carlsbad Raceway, Carlsbad, CA. Motorcycles welcome. 714/727-1171.

D-36 SHORT TRACK

Cycleland Speedway, Chico, CA. 14 mi. S of Chico on Hwy. 99E & Gage-Shippie Rd. All Mini classes to 100cc; 125, 250 & 500cc Sptsrmn. & Semi-Pro. High pt. trophies, handicap events. No rider insurance. Class C traction & full leathers req. Gates open 4:30 p.m., prac. 7, race 8. Entry \$8, Semi-Pro \$4, 2nd bike \$6, watch \$3. Sheila 916/534-8955.

CENTRAL CAL SPEEDWAY

Caruthers Fairgrounds, Caruthers, CA. From N: Hwy. 99 S to 41 E to Mtn. View & frgrds. From S: Hwy. 99 N to Caruthers-Mtn. View off ramp, E to end. Central Valley Speedway Club. Info 213/589-5050, 714/521-2556, 209/683-7730.

WASHINGTON

P.A.R.A. MOTOCROSS

Woodland, Washington, 5 mi. E of I-5 on Hwy. 503. All classes. 100% Pro p.b. Entry \$8.50 Am/\$12.50 Pros. Home of Gresham Toyota Pro series. For info: Action OZ, Rt. 3, Box 379 E, Gresham, OR 97030. 503/665-6707.

TEXAS

TEXAS SHORT TRACK

Ross Downs, 6500 Business 121, Colleyville, TX. Between Ft. Worth & Grapevine. Micro Mini thru Open Ex., 100% p.b. Entry \$6, Ex. \$10. Royal Enterprises. 817/267-5635.

Every Sat. & Sun.

RUN WHAT YOU BRUNG STREET RACE

Brotherhood Raceway Park, Terminal Island, CA. Btwn. San Pedro & Long Beach, entrance on Ferry St., next U.S. Customs Building. Gates open 8:00 a.m. to 6:00 p.m. Tech at 8. Admission \$5 to race or watch. Kids under 12 yrs free. All policemen & firemen & their families admitted free. Brotherhood of Street Racers, Inc. 213/672-1814.

Sunday

CALIFORNIA

CMC MOTOCROSS

Carlsbad Raceway, Carlsbad, CA. Gates open 7:00 a.m., prac. 8:00, race 9:00 a.m. 714/727-1171.

TEXAS

MOTOCROSS

Rio Bravo Motocross Park, Rio Bravo, TX. 5 mi. East on E. Mount Houston Rd., off 59 North. All classes. Trophies thru 8 places to Am, Expert p.b. dependent on sign up. Entry \$7 Am, \$12 Ex. Prac. starts 7:30 a.m., race 11 a.m. Swimming pool, showers, game room. 713/458-0090.

OREGON

OPEN SPORT RIDING/FLAT TRACK/MOTOCROSS

Sunny Valley Raceway, Sunny Valley, OR. 11 mi. N from Grants Pass on I-5, exit at Sunny Valley, W on Leland Rd. Track open 10 a.m. to dark for \$5. 503/479-2405, 476-8829.

CRC NIGHT MINI MOTOCROSS
Indian Dunes, Valencia, CA.
All classes, 30% trophies. Entry \$9. *Prac. 7 p.m., race 8. CRC memb. req. Info 213/830-7519.

CRC NIGHT MOTOCROSS
Indian Dunes, Valencia, CA.
International track. All classes, CRC memb. req. Entry \$9, Pros \$13. Prac. 7 p.m., race 8. Info 213/830-7519.

July 12-13

COCA-COLA SUPERBOWL OF MOTOCROSS IX
Los Angeles Memorial Coliseum, Los Angeles, CA. Fri. BMX, gates open 10 a.m., race noon. Sat. early entry 4:30 p.m. Gate 4, prac. 4-6, gates open 6, race 8. Sun. early entry 11 a.m. Gate 4, prac. 11-12, gates open noon, race 2 p.m., Champion's Challenge 5:15. Tickets @ Ticketron, LA Sports Arena Box Office & Mutual outlets. Discounts avail. until 7/2 via mail order only. Free guarded motorcycle parking in Lot 6. Info 213/741-2164. BMX info 805/255-7397.

"ARTISTRY IN IRON" HARLEY-DAVIDSON SHOW

Los Angeles Sports Arena, Los Angeles, CA. Antiques, customs, racers & more on display. Free admission. Open 9 a.m.-midnight Sat., 9 a.m.-6 p.m. Sun. Free guarded motorcycle parking in Lot 6. Artistry in Iron, PO Box 653, Milwaukee, WI 53201.

NMA HOUSTON NATIONALS
Brazoria, TX. MX classes for all Minis inc. Pee Wee, 50, 60, 83 & 105cc. Age groups 6-8, 9-11, 12-16. Classes for 100, 125 & 250cc bikes up thru 18 yrs. of age. Contact Bob Holley for entry & info. 713/849-0937.

July 12

NORTHERN CALIFORNIA SPEEDWAY

Napa Town & Country Fairgrounds, Napa, CA. Hwy. 29 to Soscol to Silverado-Trail. Pro speedway racing, \$1200 purse. Watch \$4.50, 12-15 \$3, kids \$1. Mother Goose Racing Ent. 707/252-0905, 8772.

CMC \$12,000 NIGHT MOTOCROSS SERIES

Huron Cycle Park, Huron, CA. From LA, I-5 to 269, from Sacto, I-5 to 99. All classes Mini-Cross. Also OT, PP & Oddys. if 5 show up. Gates open 5 p.m., sign up 5:30, prac. 6, race 7. Entry \$10, Pros \$15, gate \$4, 6-12 \$1. Rick Worth 209/935-0277, 0485.

AME ATC/ODYSSEY RACE
Sprockets Park, Bakersfield, CA. 58 E to Mt. Vernon exit N. to Sprockets Pk. All classes. Cash p.b. to 1st place. Entry \$10. Trophies, prizes. Mike Stanford, 5201 Centaur, Bakersfield, CA 805/833-2523.

TEXAS NIGHT MOTOCROSS
Lake Conroe MX Park, Conroe, TX. Sign in 4:00 p.m., race 7:00 p.m. Entry, Ex. \$15/Int. \$8/Nov. \$8/gate fee \$4. All classes 60cc-Open. Trophies or gift certificates to 8 places in Nov. classes. For info: Jerry's Conroe Suzuki, 610 Loop 336, Conroe, TX 77301. 713/756-4114; 273-2336.

July 13

D-36 MOTOCROSS
Mammoth Bar, Auburn, CA. Hwy. 80 to Elm in town, S to High St., left to Hwy. 49, rt. 3 mi. to track. All district classes, bonus trophies, 100% purse, AMA Prog. Pro. Gates open 6:30 a.m., sign up 7, prac. 7:30, race 9. No pit riding, dogs, bicycles. Entry \$11, Pros \$15 + \$3. Boss Motocross 415/829-8377, 5330.

HONDA/AME MINICYCLE CHAMPIONSHIP SERIES
Ponca City Ambucs, Ponca City, OK. Win a regional title and/or a Honda support ride. Drawing for 2 Honda bikes. Classes from 50-125cc; Stk. & Mod.; Jr./Int./Ex. Natl. Hero class, XR 4-stroke class. All entries qualify for Natl. Finals. Jerry Surber, 233 Palm Aire Dr., Friendswood, TX 77546. 713/482-7593.

RMTA AFTERNOON DELIGHT TRIAL

Left Hand, Boulder, CO. All classes, parking may be a problem. RMTA, 1314 Motor City Drive, Colorado Springs, CO 80906. Info 303/499-9893.

NMA SADDLEBACK NATIONALS
Saddleback Park, Orange, CA. MX classes for all Minis inc. Pee Wee, 50, 60, 83 & 105cc. Age groups 6-8, 9-11, 12-16. Classes for 100, 125 & 250cc bikes up thru 18 yrs. of age. Contact Ron Henricksen for entry & info. 213/868-8112.

D-37 MOTOCROSS

Sunrise Valley Cycle Park, Adelanto, CA. 2 mi. N of Adelanto on Hwy. 395. All classes welcome. AMA Prog. Pro & D-37 MX pts. Free O/N camping. Entry \$15 Pro, \$9 Sptsmn. Purse 80% up to \$1200. No memb. req. Nick Brajevich 714/245-7339.

AMA MOTOCROSS

Santa Cruz County Fairgrounds, Watsonville, CA. Hecker Pass Rd. (Hwy. 152). All classes, 100% Exp. p.b. Entry \$15 Exp., \$8 Sptsmn., \$3 gate. Sign up 6 a.m., prac. 7:30-8:30, race 9. Ridge Runners MC 408/426-3237, 475-3619.

CMC MOTOCROSS

Prairie City OHV Park, Sacramento, CA. Hwy. 50 E from Sacramento, S on Prairie City Rd., rt. on White Rock Rd. approx. 3/4 mi., left into park. All classes inc. OT, Vets, PP. Entry \$15, Ex. \$20, watch \$5, 6-12 \$2, O/N camping \$3. Gates open 6 a.m., sign up 6:30, prac. 7:30, race 9. No-Name Promotions 916/381-0760, 682-3838.

RUTH LAKE MOTOCROSS

Ruth Lake, CA. 85 mi. E of Eureka, take Hwy. 36, 7 mi. past Ruth Dam. CMC-sanctioned, 100% Pro p.b. paid by moto & overall, same day trophies + high point series for all classes w/58" trophy to high pt. winner. Info 707/443-6355.

OAK HILL MOTOCROSS

Oak Hill, TX. On Mt. Zion Rd. between Decatur & Alvord. Trophies thru 8th, \$500 Ex. purse, split program, free O/N camping. Entry \$8, Ex. \$10, gate \$4. Info 817/427-4771.

AME MOTOCROSS

Indian Dunes, Valencia, CA. All classes. Gates open 7 a.m., prac. 8, race 9. Entry Sptsmn. \$10/Pros \$13. 30% brass, p.b. to Pros. AME lic. req. AME, PO Box 1421, Reseda, CA 91335. 213/881-5778.

CRC MOTOCROSS

Saddleback Park, Orange, CA. All classes, 2 motos each. Cash p.b. to Pros. 30% brass to Sptsmn. Entry \$10/\$15 Pros. Gates open 7 a.m., prac. 8, race 9:30. CRC memb. req. 213/830-7519.

CMC MOTOCROSS

Carlsbad Raceway, Carlsbad, CA. All classes. Gates open 7 a.m., sign up 7-9, prac. 8-9, first race 9 a.m. Jr/Int entry \$8 mail, \$10 post. Pros \$13 mail, \$15 post. Mail entry to: CMC, P.O. Box 1402, Costa Mesa, CA 92626. 714/557-3323.

DeANZA MOTOCROSS

DeAnza Cycle Park, Sunny-mead, CA. 10 mi. E of Riverside, CA on H-60 to Theodore off ramp. All classes. 30% same day trophies to Sptsmn. 100% trophies to Minis & Pee Wees. Entry \$12 Ex. \$8 Sptsmn. Non-memb. add \$2. Memb. not req. Park open Sat. & Sun. for prac. Gates open 7:00 a.m., prac. 8:30, race 9:30. Everybody goes 2 motos. Free camping. 714/653-8068; 653-5840; 653-7979.

SAYERS MOTOCROSS

Sayers MX Park, Sayers, TX. US 87 S from San Antonio to Sayers exit, Stuart Rd. S 1 1/2 mi. All classes welcome, split program. All but Int. & Exp. sign up 8:30 a.m., prac. 9:15, race 10. Int. & Expt. sign up 12:30 p.m., prac. 1, race 1:45. Entry \$9, Exp. \$12, gate \$3, 12 & under free. Dirt Bikers Club of S.A., 8635 Standing Bear, San Antonio, TX 78242.

AME MINI MOTOCROSS

Indian Dunes, Valencia, CA. Post entry \$9. All classes. Gates open 7:00 a.m., prac. 8, race 9. 30% trophies. AME lic. req. AME, PO Box 1421, Reseda, CA 91335. 213/881-5778.

July 16

R.A.C.E. FLAT TRACK

Corona Raceway, Corona, CA. Off 91 Fwy. @ Buchanan. All classes, 30% Sptsmn. trophies, \$ to Pros. Entry \$6, Pros \$8. Alternate TT & ST. Elaine Jones 714/689-1913, 735-1705.

July 18

8TH ANNUAL GARDENA GOLD CUP HALF-MILE

Ascot Park, 18300 S. Vermont Ave., Gardena, CA. AMA-sanc. Ex./Jr./Nov. program. Race 8 p.m. Free VIP parking for street bikes. Tickets \$6 adults, \$3 children, under 8 free. Avail. at Ticketron and Ascot. Agagian Enterprises, PO Box 98, Gardena, CA 90247. 213/323-5055, 321-5323.

CALIFORNIA SUPERBIKE SCHOOL

Riverside Raceway, Riverside, CA. Hwy. 60 E to Day St. exit, rt. to track. Ride the 2.5-mi. road course. School provides Kawasaki KZ550s & leathers, boots, helmet, gloves & high performance riding seminar. Advance scheduling req. CSS, PO Box 3743, Manhattan Beach, CA 90266. 213/484-9323.

AME NIGHT MINI MX

Indian Dunes, Valencia, CA. Post entry \$8. Prac. 7:00 p.m., race 8. All classes. 30% trophies. AME lic. req. AME, PO Box 1421, Reseda, CA 91335. 213/881-5778.

AME NIGHT MOTOCROSS

Indian Dunes, Valencia, CA. Post entry only: \$9 Sptsmn., \$12 Pros. 30% trophies, cash p.b. to Pros. Prac. 7:00 p.m., race 8:00 p.m. AME lic. req. All classes. AME, PO Box 1421, Reseda, CA 91335. 213/881-5778.

July 19-20

NMA SALT LAKE NATIONALS

Salt Lake City, UT. MX classes for all Minis inc. Pee Wee, 50, 60, 83 & 105cc. Age groups 6-8, 9-11, 12-16. Classes for 100, 125 & 250cc bikes up thru 18 yrs. of age. Contact Chuck Boyd for entry & info. 303/979-8892.

PLONKERS FUN TRIAL & SCHOOL

Barona Oaks, San Diego, CA. Hwy. 5 S, E on 78, past Ramona follow signs to San Diego County Estates, left on Ramona Oaks Rd., rt. on Abajo, left on Pappas, rt. on Rainbird, follow dirt rd. to site. All welcome. Gil Smith 714/842-5245, 847-8495.

July 19

AMA/WINSTON PRO 25-LAP TT NATIONAL

Ascot Park, 18300 S. Vermont Ave., Gardena, CA. Also Honda Jr. Invitational. Free VIP parking for street bikes. Race 8 p.m. Reserved tickets \$12 adult, \$6 children; general \$10/\$5. Avail. at Ticketron and Ascot. Agagian Enterprises, PO Box 98, Gardena, CA 90247. 213/323-5055, 321-5323.

AME NIGHT MOTOCROSS

Sprockets Park, Bakersfield, CA. Post entry \$9 Sptsmn., \$12 Pros. 30% trophies, cash p.b. to Pros. Prac. 7:00 p.m., race 8. AME lic. req. All classes. Free o/n camping. AME, PO Box 1421, Reseda, CA 91335. 213/881-5778.

NORTHERN CALIFORNIA SPEEDWAY

Napa Town & Country Fairgrounds, Napa, CA. Hwy. 29 to Soscol to Silverado-Trail. Pro speedway racing, \$1200 purse. Watch \$4.50, 12-15 \$3, kids \$1. Mother Goose Racing Ent. 707/252-0905, 8772.

AMA AMATEUR MOTOCROSS QUALIFIER

Saguaro Raceway, Tucson, AZ. Area 9, class A Expert or Prog. Pro riders. Must ride two races - Tucson & Porterville, CA. \$20/race. Support classes will be run, \$8/entry. Info 602/795-2238.

GOLDEN AGE OF MOTORCYCLES

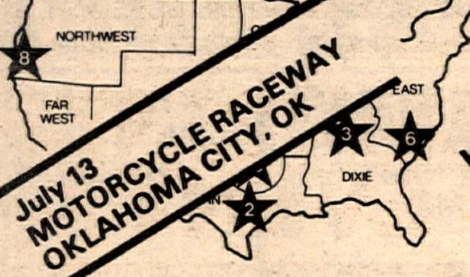
Burbank Golden Mail, Burbank CA. Between Olive & Magnolia on San Fernando Blvd. Antique/Classic/Competition classes. Entry \$5 for bikes being judged, registration \$2, swap meet \$8. Sign in 10 a.m. Southern California Side Hack Assn., PO Box 8022, Van Nuys, CA 91409. 805/522-4807, 252-4631.



1980 HONDA

AMERICAN MINICYCLE CHAMPIONSHIP SERIES

ENTRY FEE \$25 MAIL \$35 POST MAIL TO YOUR REGIONAL MANAGER



July 13 MOTORCYCLE RACEWAY OKLAHOMA CITY, OK

WIN A HONDA SUPPORT RIDE IN THE 83cc & 125cc NATIONAL HERO CLASSES!

6. JULY 6 DUBLIN RACETRACK Oren Taylor Rt. 1, Box 108 Elizabeth Town, No. Carolina 28337 919/866-4326	7. JULY 13 MOTORCYCLE RACEWAY OKLAHOMA CITY, OK Jerry Surber 233 Palm Aire Dr. Friendswood, Texas 77483-7593	8. JULY 20 CLARKS BRANCH MX TRACK ROSEBERG, OR Ralph Huffman 1301 S.E. Magnolia Dr. Roseburg, Oregon 97470 503/673-3205 503/673-1671
9. JULY 26-27 AZTEC RACEWAY COLORADO SPRINGS, CO. Tony Gonzales 2014 Afton Way Colorado Springs, CO 80909 303/473-8360	10. AUGUST 1-2-3 GRAND NATIONAL FINALS LAKE WHITNEY CYCLE RANCH LAKE WHITNEY, TX Jerry Surber A.M.E. P.O. Box 988 Lk. Whitney, Texas 76692	

ENTER THE MOST IMPORTANT YOUTH MOTOCROSS SERIES OF ALL TIME!

COAST-TO-COAST
Junior-Intermediate-Expert
50cc-61cc-83cc-100cc-125cc
Stock & Modified
Ride For National Recognition!

AMERICAN CHAMPIONSHIP FINALS
August 1-2-3, Lake Whitney Cycle Ranch
Lake Whitney, Texas

28 HONDA RACING BIKES TO THE WINNERS
Other Prizes-Contingencies-Trophies
Computerized-Completely Fair Scoring

WIN A REGIONAL TITLE!
9 Big Regional Finals
No Membership required
All Entries Qualify for National Finals
Save Money-Travel Less

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12 Select Champs Race on Identical Stock CR's
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HERO CLASS RACES
61cc - 83cc - 100cc - 125cc
Ride With National Champs On Tour
Win Fabulous Prizes

HONDA XR 4-STROKE MINI CLASS
Special Prizes & Awards
HONDALINE

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MONTANA STATE CHAMPIONSHIP HILLCLIMB JULY 27

\$4000 GUARANTEED PURSE

INCLUDES \$1000 SPECIAL CASH PRIZE FOR FIRST MAN TO TOP OUR HILL (NO ONE HAS DONE IT YET !!)

BILLINGS, MONTANA

For info write Box 20421, Billings, Mont. 59104
Or phone (Area Code 406) 656-8331, 259-6032 or 248-1982



Billings Motorcycle Club

DE ANZA CYCLE PARK RACING CLUB

MX RACING EVERY SUNDAY-MEMBERSHIP NOT REQUIRED

Member Sportsman \$8-Member Experts \$12-Non Member add \$2-100% trophies to Minis & Pee Wees-50% trophies to Vets Plus 30% trophies to Sportsmen-Same day brass
Free overnight camping-Pay once, stay all weekend-Gate opens 6:30-Practice 8:30-Race 9:30
Weekdays & Sat. (714) 653-8068-Sun. (714) 653-7979

Fun begins when you let the clutch lever out.

SRA Schedule

AUG. 10 SADDLEBACK G.P.

714-828-1358



NATIONAL & REGION ACTIVITIES

SANCTIONS - MEMBERSHIPS
CONTACT: NMA
P.O. BOX 46
NORWALK, CA 90650
213-848-8112

SUPERBOWL OF MOTOCROSS

Los Angeles Coliseum July 12-13
AMA SANCTIONED
Stadium Motorsports Corporation
P.O. Box 1523
Laguna Beach, CA 92651



July 13-18-27
INDIAN DUNES
July 19
SPROCKETS PARK
AME P.O. BOX 1421, RESEDA 213/881-5778



J. C. Agajanian Presents:

MOTORCYCLE

RACING THRILLS



CMC MOTOCROSS
CHALLENGING COURSE
WEDNESDAY NIGHTS
7:30 P.M.



AMA SPEEDWAY
EUROPEAN QUARTER-MILE
THURSDAY NIGHTS
8 P.M.





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"WHERE THE HARBOR, SAN DIEGO AND 91 FREEWAYS MEET"

SAGUARO RACEWAY



Saturday Night **JULY 19**
AMA Area 9 AMATEUR MX QUALIFIER
Class A Expert Riders

Saturday Night **JULY 26**
AMA SHORT TRACK QUALIFIER All Classes

ARC Incorporated, SAGUARO RACEWAY, Tucson, AZ
INFO: Ron Keyes (602) 795-2238

\$6000
WEEKEND

\$1000
1/4 Mile FLATTRACK
Fri., July 25

\$1000
1/4 Mile FLATTRACK
Sat., July 26

Pay Off To: 125cc, 250cc, OPEN

\$3000 Plus \$1000
HILLCLIMB to 1st over the hill
Sun., July 27

Races Start 7:30 p.m.
BELARO SPEEDWAY

INFO: (406) 248-1124 (406) 248-8214
MAGIC CITY M.C. Billings, MT

Barum

TIRE SALE

New ISDT Tires
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3.25 x 21 MX Wrap Around	\$19.95
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3.50 x 18 S9 MX	20.95
4.00 x 18 S19 MX	27.95
4.25 x 18 S25 Rim Saver	29.95
4.25 x 18 S28 MX Spl.	32.95
4.75 x 18 S25B ISDT Spl.	35.95
4.75 x 18 S28 MX Spl.	35.95
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4.00 x 18 S22 Polo (Trials)	19.95

Plus Fed. Tax & Postage
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Williamson Sports Motors
Mill Hall, PA 17751
717/726-4921

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MX RACES EVERY SUNDAY

Open 7 days—7a.m. 'till dark
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on Highway 126 near Castaic.
(805) 255-4200

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Summer Hours Now In Effect 8am-7pm
Open 7 Days 714-558-1584

CMC-MX — 1st & 3rd Sundays
ITA Trials — 1st Sunday
CRC-MX — 2nd & 4th Sundays
SSM-MX — Every Saturday

SADDLEBACK PARK

RACE Motocross

FRIDAY Corona Raceway
THURSDAY O.C.I.R.

GRAND PRIX CYCLE

RACE PREP. 2-4 Stroke

9345 Bolsa
Westminster, CA 92683
714-891-5457

SSM/SADDLEBACK AMATEUR POINT SERIES MX
Saddleback Park, Orange, CA.
See listing under Every Week — Saturday section.

ODYSSEY SPRINT RACE
Sacramento Kartway, Sacramento, CA. Hwy. 50 E to Bradshaw, S to Jackson Blvd. Hwy. 16, E to Excelsior, left to 5300 Excelsior. 2 classes + Pro & PP. 30% trophies, 100% Pro p.b. Gates open 7 a.m., sign up 7:30-9, prac. 9. Entry \$8, Pros \$12, watch \$4. Info 916/393-9728, 363-0374.

July 20

D-37/DEANZA MOTOCROSS
DeAnza Cycle Park, Sunny-mead, CA. 10 mi. E of River-side on Hwy. 60, Theodore off ramp. All classes welcome. AMA Prog. Pro & D-37 pts. Entry \$13 Pro, \$9 Sptsmn., \$7 Pee Wee. Purse 80% up to \$1200, 30% Trophies to Sptsmn., 100% to Mini & PW. No memb. req., free O/N camping. Gates open 7 a.m., race 9:30. Info 714/653-8068, 496-8779.

HONDA/AME MINICYCLE CHAMPIONSHIP SERIES
Clarks Branch MX Track, Roseburg, OR. Win a regional title and/or a Honda support ride. Drawing for 2 Honda bikes. Classes from 50-125cc; Stk. & Mod.; Jr./Int./Ex. Natl. Hero class, XR 4-stroke class. All entries qualify for Natl. Finals. Ralph Huffman, 1381 S.E. Magnolia Dr., Roseburg, OR 97470. 503/673-3205, 1671.

TEXAS MOTOCROSS
Lake Conroe MX Park, Conroe, TX. Prac. 8 a.m., race 10. Entry Ex. \$15/Int. \$8/Nov. \$8/gate fee \$4. All classes 60cc-Open. Trophies or gift certificates to 8 places in Nov. class. Jerry's Conroe Suzuki, 610 Loop 336, Conroe, TX 77301. 713/756-4114; 273-2336.

OUTDOOR SHORT TRACK
Benton County Fairgrounds, Corvallis, OR. Out Harrison, left on 53rd or out Western Ave., rt. on 53rd. Silencers, ball end levers, covered folding pegs, 6-in. # plates req. No knobbies above 125cc. All classes, sign up noon, prac. 1, race 2. Entry \$4, pit pass \$3, watch \$2.50, 6-18 & Srs. \$1.50. Info 503/753-0942.

AFM/ND GOLDEN STATE ROAD RACE SERIES
Ontario, CA. Open to all AFM memb. in 125/250/Open GP, 430 Prod. & Open SS. \$500/class to top riders meeting eligibility req. Info 714/523-3842 (H. Bresach), 213/392-9611 (B. Ralston).

AMA MOTOCROSS
Marshall Park (Gambonini Ranch), Petaluma, CA. W on Western from town, follow signs. All classes, sand & natural terrain, 100% Ex. p.b. Entry \$12, Ex. \$15 + \$3, watch \$3. Lee Nobmann 707/778-7184.

D-36 MOTOCROSS
Carnegie Cycle Club, Livermore, CA. Hwy. 4 to Vasco Rd. E of town to Tesla Rd., left approx. 1/2 mi. to track. All classes, 25% trophies, blue plate p.b. hillside track, campers OK. AMA Prog. Pro. 100% purse. Gates open 6:30 a.m., sign up 7, prac. 7:30, race 9. Entry \$11, Ex. \$15 + \$3. No dogs allowed. Boss Motocross 415/829-8377.

CMC FOUR-STROKE MOTO-CROSS CHAMPIONSHIPS
Carlsbad Raceway, Carlsbad, CA. Four-strokes only. \$1200 Open Pro purse, p.b. to 500 Pro. Sidecar, Dinosaur, Mini, 30-40, 41 +, 150/360/Open Jr. & Int. classes. 25% trophies, valve plaques to O/A winners, contingency \$ & prizes. Open Pro entry \$25 mail/\$35 post, others \$15/\$20. CMC, PO Box 1402, Costa Mesa, CA 92626. 714/557-3323.

D-27/28 MOTOCROSS
Mulkey ORV Park, McMinnville, OR. Pro Regional qualifiers, all classes, \$3000 purse. Info 503/472-2475.

CRC MOTOCROSS
Indian Dunes, Valencia, CA. I-5 to H-126. All classes: 2 long motos & cash for Pros. 2 motos & brass for Sptsmn. Entry \$10/\$15 Pros. Gates open 7:00 a.m., prac. 8, race 9:30. Memb. req. 213/830-7519.

RMTA TRIAL
Rock Creek, Colorado Springs, CO. Expert & Advanced.

RMTA, 1314 Motor City Drive, Colorado Springs, CO 80906.
Info 303/473-3277 (days).

CMC MINI-MX
Barona Oaks Raceway, Ramona, CA. Hwy. 67 to Lake-side, E on Maplevue, N on Ashwood, up Wildcat Canyon Rd. 11 mi. New track, O/N camping, concessions, new Beginner class. Entry \$10, yearly membership \$15. Sign up closes 7:30 a.m. sharp. Bob Hale 714/440-1257, Tom Hembree 561-7402.

TEXAS MOTOCROSS
Mosier Valley MX Park, Ft. Worth, TX. All classes, no pit riding or late prac. \$705 guaranteed Ex. purse. Prac. 8 a.m., 1st race 9, Int. & Ex. prac. 1:30 p.m. Entry \$8, Ex. \$10, gate \$4. Info 214/245-4693.

MARYSVILLE MOTOCROSS
Riverfront Park, Marysville, CA. 40 mi. N of Sacramento on Hwy. 70 @ 1st & F St. AMA Prog. Pro (1/2 Pro pts.), all classes, rider insurance, D-36 rules, free camping, paved parking. No bicycles or pit bikes. Natl. qualifier race for Minis, an RM given away by drawing to Mini. Gates open 6 a.m., sign up 6:30, prac. 7:30, race 9. Entry \$13, Semi-Pro \$3 + \$15 to purse. Watch \$4, 6-12 \$1. Charlie Sexton 916/695-2727, 2088.

July 21-25

RUSS DARNELL MOTOCROSS SCHOOL
Rapid City, SD. Limited enrollment, entry \$125. For reservations & info, call 213/767-1854, 714/980-3212.

July 22

TRAVEL'N TT
Valley Raceway, Albuquerque, NM. \$1500 purse, free motel rooms for 1st 10 Experts to enter. AMA sanc. RC Entertainment 806/372-9053.

July 23

TRAVEL'N TT
Amarillo Speedway, Amarillo, TX. \$2000 purse, free motel rooms for 1st 10 Experts to enter. AMA sanc. RC Entertainment 806/372-9053.

July 24

TEXAS STATE CHAMPIONSHIP/ TRAVEL'N TT
Devil's Bowl Speedway, Dallas, TX. \$2000 purse, free motel rooms for 1st 10 Experts to enter. AMA sanc. RC Entertainment 806/372-9053.

July 25-26

MONTANA SHORT TRACK
Belaro Speedway, Billings, MT. 5 mi. E of town. 1/4 mi. dirt track, class C trac. req. Mini-Open, trophies & \$1000 purse ea. day. Prac. 6:30 p.m., race 7:30. Entry \$5 Mini, \$15 others. Magic City M.C. 406/248-1124, 8214.

July 25

CRC NIGHT MINI MOTOCROSS
Indian Dunes, Valencia, CA. All classes, 30% trophies. Entry \$9. Prac. 7 p.m., race 8. CRC memb. req. Info 213/830-7519.

CRC NIGHT MOTOCROSS
Indian Dunes, Valencia, CA. International track. All classes, CRC memb. req. Entry \$9, Pros \$13. Prac. 7 p.m., race 8. Info 213/830-7519.

CMC \$12,000 NIGHT MOTO-CROSS SERIES
Huron Cycle Park, Huron, CA. From LA, I-5 to 269, from Sacto, I-5 to 99. All classes Mini-Open, OT, PP & Oddyse, if 5 show up. Gates open 5 p.m., sign up 5:30, prac. 6, race 7. Entry \$10, Pros \$15, gate \$4, 6-12 \$1. Rick Worth 209/935-0277, 0485.

July 26-27

HONDA/AME MINICYCLE CHAMPIONSHIP SERIES
Aztec Raceway, Colorado

Springs, CO. Win a regional title and/or a Honda support ride. Drawing for 2 Honda bikes. Classes for 50-125cc; Stk. & Mod.; Jr./Int./Ex. Natl. Hero class, XR 4-stroke class. All entries qualify for Natl. Finals. Tony Gonzales, 2014 Afton Way, Colorado Springs, CO 80909. 303/473-8360.

July 26

AME ATC/ODYSSEY RACE
Sprockets Park, Bakersfield, CA. 58 E to Mt. Vernon exit N. to Sprockets Pk. All classes. Cash p.b. to 1st place. Entry \$10. Trophies, prizes. Mike Stanford, 5201 Centaur, Bakersfield, CA 805/833-2523.

TEXAS NIGHT MOTOCROSS
Lake Conroe MX Park, Conroe, TX. Sign in 4:00 p.m., race 7:00 p.m. Entry, Ex. \$15/Int. \$8/Nov. \$8/gate fee \$4. All classes 60cc-Open. Trophies or gift certificates to 8 places in Nov. classes. For info: Jerry's Conroe Suzuki, 610 Loop 336, Conroe, TX 77301. 713/756-4114; 273-2336.

AMA SHORT TRACK QUALIFIER
Saguaro Raceway, Tucson, AZ. All classes, Mini-Am, Ex., top 5 ea. class qualify. Entry \$10, \$5 for 2nd class, \$5 gate. AMA memb. req. Gates open 4 p.m. Info 602/795-2238.

NORTHERN CALIFORNIA SPEEDWAY

Napa Town & Country Fairgrounds, Napa, CA. Hwy. 29 to Soscol to Silverado-Trail. Pro speedway racing, \$1200 purse. Watch \$4.50, 12-15 \$3, kids \$1. Mother Goose Racing Ent. 707/252-0905, 8772.

July 27

MONTANA STATE CHAMPIONSHIP HILLCLIMB
Billings M.C. Hillclimb Grounds, Billings, MT. 1 1/2 mi. E of new south bridge about 1 1/2 mi. S of town. 250s/trophies, 500s/\$700, Open/\$800, Unlimited/\$1000, Advanced (1st from 250, 1-3 from 500, 1-5 from Open)/\$500 & State Championship. \$1000 to 1st over the top. Sign up ends 10 a.m., start 10:30. Unlimited @ 1:30. Entry \$20. Billings M.C., Box 20421, Billings, MT 59104. 406/656-8331, 252-6032, 248-1982.

RMTA HARTMAN MEMORIAL TRIAL
Salida, CO. All classes. RMTA, 1314 Motor City Drive, Colorado Springs, CO 80906. Info 303/539-2058.

CMC MOTOCROSS
Prairie City OHV Park, Sacramento, CA. Hwy. 50 E from Sacramento, S on Prairie City Rd., rt. on White Rock Rd. approx. 3/4 mi., left into park. All classes inc. OT, Vets, PP. Entry \$15, Ex. \$20, watch \$5, 6-12 \$2, O/N camping \$3. Gates open 6 a.m., sign up 6:30, prac. 7:30, race 9. No-Name Promotions 916/381-0760, 682-3838.

CRC SUNDANCE GRAN PRIX
Sunrise Valley Cycle Park, Adelanto, CA. 2 mi. N of town on Hwy. 395. Short course w/ sand, jumps, smooth & MX terrain. Ea. class races 50 min., all welcome. CRC GP, 3 & 4 wheel pts. Free O/N camping. No play riding. Entry \$16 mail, \$20 post, no post for 2nd class entered. Prac. 8 a.m., 1st race 9. Mail check & 2 SASE to CRC, 7601 Arlington Ave., Riverside, CA 92503. 714/689-6114 (days).

D-37 HARE SCRAMBLES & TEAM RACE
Lucerne Valley, CA. Lined from Y Cafe. Rescue 3 benefit. Rovers M.C. 213/967-9868, 766-4920.

D-36 MOTOCROSS
Argyll Park, Dixon, CA. 11 mi. S of Dixon on Hwy. 113. All classes welcome, plenty of trophies & bonuses to sptsmn., 100% Pro p.b. Entry \$12 sptsmn., \$15 Pro, \$3 prac fee. Spectators \$4, 6-12 \$1 Free O/N camping. Buel Campbell 916/678-3592.

D-36 MOTOCROSS
Hills Ferry Speedway, Newman, CA. I-5 to Newman turnoff, 35 mi. S of Hwy. 6 mi. to Hills Ferry Rd., left to track. All classes, bonus trophies, hillside track, free O/N camping. AMA Prog. Pro. 100% purse, blue plate pts. Gates open 6:30 a.m., sign up 7, prac. 7:30, race 9. Entry \$11, Ex. \$15 + \$3. No pit riding/bicycles. Boss Motocross 415/829-8377.

D-27/28 MOTOCROSS
Washougal MX Park,
Washougal, WA. Pro Regional
qualifiers, all classes, \$3000
purse. Info 503/472-2475, 620-
5301.

**PITS GRUELING GRANITE
TRIAL**
Donner Ski Ranch, Norden,
CA. All classes, riders meeting
10 a.m. Info 916/546-5714
Vance.

AME MOTOCROSS
Indian Dunes, Valencia, CA.
All classes. Gates open 7 a.m.,
prac. 8, race 9. Entry Sptsmn.
\$10/Pros \$13 30% brass, p.b. to
Pros. AME lic. req. AME, PO Box
1421, Reseda, CA 91335.
213/881-5778.

AME MINICYCLE MOTOCROSS
Indian Dunes, Valencia, CA.
Post entry \$9. All classes. Gates
open 7 a.m., prac. 8, race 9.
30% brass. AME lic. req. For
info: AME, P.O. Box 1421,
Reseda, CA 91335. 213/881-
5778.

CMC MOTOCROSS
Carlsbad Raceway, Carlsbad,
CA. All classes. Gates open 7
a.m., sign up 7-9, prac. 8-9, first
race 9 a.m. Jr/Int entry \$8 mail,
\$10 post, Pros \$13 mail, \$15
post. Mail entry to: CMC, P.O.
Box 1402, Costa Mesa, CA
92626. 714/557-3323.

CRC MOTOCROSS
Saddleback Raceway, Orange, CA.
All classes. Photos each. Cash
p.b. **SADDLEBACK AMA LEAD
POINT SERIES** 30% brass to
Entry \$10/\$15 Pros.
Gates open 7 a.m., prac. 8, race
9:30. CRC memb. req. 213/830-
7519.

DeANZA MOTOCROSS
DeAnza cycle Park, Sunny-
mead, CA. 10 mi. E of Riverside,
CA on H-60 to Theodore off
ramp. All classes. 30% same
day trophies to Sptsmn. 100%
trophies to Minis & Pee Wees.
Entry \$12 Ex., \$8 Sptsmn. Non-
memb. add \$2. Memb. not req.
Park open Sat. & Sun. for prac.
Gates open 7:00 a.m., prac. 8:30,
race 9:30. Everybody goes 2
motos. Free camping. 714/653-
8068; 653-5840; 653-7979.

MOTOCROSS
Sunrise Valley Cycle Park,
Adelanto, CA. 2 mi. N of town
on Hwy. 395. All welcome, free
O/N parking. 50% trophies
to Mini & Vets, 30% same day
Sptsmn. trophies, cash p.b. to
Ex. Gates open 7 a.m., prac. 8,
race 9:30. Entry \$9, Ex. \$15. Nick
Brajevich 714/245-7339.

LAKE WHITNEY MOTOCROSS
Lake Whitney Cycle Ranch,
Whitney, TX on FM 2960 off
Hwy. 22 W of Whitney. \$1,170
guar. purse, brass thru 8th. Split
race sched. Nov 9 a.m., Int/Ex.
approx. 1:30 p.m. All classes.
Camping \$2 per vehicle, gate \$4.
Am. entry \$8/Ex. \$10. 713/482-
7593; 817/694-2901.

July 28-August 1

**RUSS DARNELL MOTOCROSS
SCHOOL**
Omaha, NB. Limited enroll-
ment, entry \$125. For reserva-
tions & info, call 213/767-1854,
714/980-3212.

July 30

R.A.C.E. FLAT TRACK
Corona Raceway, Corona, CA.
Off 91 Fwy. @ Buchanan. All
classes, 30% Sptsmn. trophies,
\$ to Pros. Entry \$6, Pros \$8.
Alternate TT & ST. Elaine Jones
714/689-1913, 735-1705.

August 1-3

**HONDA/AME AMERICAN MINI-
CYCLE CHAMPIONSHIP SERIES
GRAND NATIONAL FINALS**
Lake Whitney Cycle Ranch,
Lake Whitney, TX. Honda
Challenge Race 83cc, Natl. Hero
class 61, 83, 100 & 125cc. Win a
Honda support ride 83 & 125cc
Natl. class. XR 4-stroke Mini
class, 83 & 125cc Girls Div.
Entry \$25 mail, \$35 post. Prizes,
contingencies, trophies. AME,
PO Box 988, Lake Whitney, TX
76692. 713/482-7593.

August 1

AME NIGHT MINI MX
Indian Dunes, Valencia, CA.
Post entry \$8. Prac. 7:00 p.m.,
race 8. All classes. 30%
trophies. AME lic. req. AME, PO
Box 1421, Reseda, CA 91335.
213/881-5778.

AME NIGHT MOTOCROSS
Indian Dunes, Valencia, CA.
Post entry \$10 Sptsmn., \$12 Pros.
p.b. to Pros, 30% brass. Prac. 7
p.m., race 8 p.m. AME lic. req.
All classes. For info: AME, P.O.
Box 1421, Reseda, CA 91335.
213/881-5778.

August 2-3

**AMA/WINSTON PRO ROAD
RACE NATIONAL**
Laguna Seca Raceway, Mon-
terey, CA. F-1, Superbikes, 250s
& Sidecars. Superbike final on
Sat., F-1 Sun. Tickets avail. @
Macy's, Ticketron, Bass, Emporium,
Capwells & Laguna Seca office,
PO Box SCRAM, Monterey, CA
93940. Info 408/372-1516.
Camping, info & credit card
orders 373-1811.

August 2

**PASADENA M.C. NIGHT
ENDURO**
Sidewinder Rd., Barstow, CA.
Hwy. 15 N to Barstow. All
classes inc. ATC, Vintage &
hacks. D-37 pts. & rules. Mail
entry \$15 2 loop, \$10 1 loop,
post add \$3. C & hacks go 1
loop. Roger Jaspersen, 18731
Liradora, Glendora, CA 91740.
Info 213/335-6268 Ron (6 p.m.-9
p.m.), 3404.

AMA NIGHT MOTOCROSS
Saguaro Raceway, Tucson,
AZ. I-10 to Palo Verde S to
Hughes Access Rd., 2 1/2 mi. on
left. All classes. Gates open 4:30
p.m., prac. 6, race 7. 30%
trophies (100% to Mini Mini,
Mini Beg., & Nov.), 100% Ex.
p.b. Entry \$8, Pros \$10, gate \$3,
under 12 \$1. Info 602/795-2238.

AME NIGHT MOTOCROSS
Sprockets Park, Bakersfield,
CA. Post entry \$9 Sptsmn., \$12
Pros. 30% trophies, cash p.b. to
Pros. Prac. 7:00 p.m., race 8.
AME lic. req. All classes. Free
o/n camping. AME, PO Box
1421, Reseda, CA 91335. 213/
881-5778.

Road Runs

July 13

**SOUTHLAND CYCLE CENTER
ROAD RUN**
Southland Cycles, 8141
Garden Grove Blvd., Garden
Grove, CA. 1 blk. E of Beach
Blvd. Picnic & street ride to
Crystal Lake & Mt. Baldy on
freeways & mountain roads.
Pack a lunch, all welcome, no
entry fee. RSVP 714/893-5091
Jim (days).

July 18-20

**2ND ANNUAL EAGLES M.C.
OVERNIGHTER & SWAP MEET**
Hemet Fairgrounds, Hemet,
CA. Pins, trophies; swap meet
Sat. 12-6, band Sat. night, all
grass camping w/showers,
tattoo booths, beer & food avail.
by Lions Club. SCMA
sanctioned. Cost \$7, non-SCMA
memb. add \$5.00, \$5.00 discount
on mail ins, under 12 free. Swap
meet spaces \$10 outside, \$15 in.
Entry & checks to Eagles M.C.,
6342 Marshall Ave., Buena Park,
CA 90621. 213/694-2669, 714/
879-2897.

August 22-24

VETTER RALLY
Flying W Ranch, Colorado
Springs, CO. Entries limited to
riders w/Vetter or Kawasaki by
Vetter fairings. Entertainers,
prizes (inc. a Mystery Ship) and
other events. Advance reg. req.
Entry \$35. Vetter Rally, Inc., PO
Box 654, Rantoul, IL 61866. Info
1-800/637-1134.

August 23-24

**10TH ANNUAL SADDLELITES
OVERNITER**
County Fairgrounds, Santa
Maria, CA. Lots of contests &
trophies. Sat. nite dance w/live
band, bar open. Pit bar-b-que,
run pins. Sign in Sat. 8 a.m.-4
p.m. Entry \$8.50, Jrs. \$7,
children \$5, non-SCMA \$5.00
more. Saddlelites M.C., 824 W.
Morrison, Santa Maria, CA
93454. 805/922-4878, 925-8261.

Aug. 29-Sept. 1

LOS AMIGOS M.C. OVERNITER
Zaca Lake, CA. On Zaca
Station Rd. off Hwy. 101 N of
Solvang. \$7.50 entry inc. run
pin, live entertainment, trophies,
games, dancing. Meal ticket
avail. inc. 2 BBQ steak dinners, 2
pancake breakfasts for
\$20/person, \$10 children to 16.
Swimming, fishing, horses,
cabins & more avail. Los Amigos
M.C., PO Box 6245, Santa
Barbara, CA 93111. Reservations
or info 805/688-4891 any time,
213/478-0017 weekdays.

PROUDLY PRESENTS

\$10,000 TRI VALLEY SUZUKI FRIDAY NIGHT SERIES Sponsored by

- ★ WEST LAKE SUZUKI
(805) 497-1783
- ★ SIMI VALLEY CYCLES
(805) 522-3434
- ★ CROSSROADS CYCLE CENTER
(805) 255-5353

- ★ SUZUKI OF VAN NUYS
(213) 994-2882
- ★ CANOGA PARK SUZUKI
(213) 884-0413
- ★ COLE BROTHERS MOTORCYCLES
(213) 980-3715

SPECIAL WEEKLY RAFFLE FOR MINI RIDERS
CASH TO PROS 30% BRASS TO SPORTSMEN
ALL RIDERS RECEIVE \$3,000 MEDICAL INS.
MEMBERSHIP REQUIRED NO PIT RIDING

PROS \$13.00 SPORTSMEN \$ 9.00
JULY 11 & 25, AUGUST 8 & 23, SEPT. 12 & 26, OCT. 10 & 24

**RAFFLE TICKETS TO ALL ENTRIES AS WELL
AS EXTRA TICKETS TO ALL TROPHY WINNERS.
DRAWING AT END OF SERIES FOR A RM-80**

SPECIAL 3 FT. TROPHIES FOR SERIES WINNERS. POINT LEADERS IN EACH BIKE SIZE
WILL RECEIVE A SPECIAL **SUZUKI** GIFT CERTIFICATE AFTER EACH 4 RACES.

★ \$1000.00 MARANTZ AUTO STEREO SYSTEM GRAND PRIZE GIVEN AT
END OF SERIES. **MARANTZ** PRODUCT GIVEN WEEKLY.

MARANTZ INDIAN DUNES

CRC INFO (213) 830-7519 • WEEKLY DRAWING FOR **MARANTZ** AUTO STEREO SPEAKERS

PROUDLY PRESENTS

CRC SUNDANCE G.P. AT SUNRISE CYCLE PARK IN ADELANTO JULY 27

Motorcycles & ATCs & Odysseys Mail Entry \$16.00

Send to:
CRC
7601 Arlington Ave. Post Entry \$20.00 CRC Info: (714) 689-6114
Riverside, CA 92503

**RACE
SCHEDULE**

8:00 A.M.	Practice
9:00 A.M.	ATCs, Odysseys, Tri Motos
10:00 A.M.	60cc & 80cc
11:00 A.M.	100, 125, 175, Beg., Nov., Am., Ex.
12:00 P.M.	Vets, + 30, + 40, Women
1:00 P.M.	250, Beg., Nov., Am., Ex.
2:00 P.M.	Open, Beg., Nov., Am., Ex.
3:00 P.M.	Team Race M/Cs only

Next week:

Superbowl IX!

**MOTOCROSS
RACE
SCHEDULE**

**July 11 — Indian Dunes
Friday Night**

July 13 — Saddleback

July 20 — Indian Dunes

**July 25 — Indian Dunes
Friday Night**

CRC Membership Required
213-830-7519

RIDE WITH THE FAST ONES

**RACERS
HOT LINE
(213) 598-0615**

July 13 — Sunrise Park Moto Cross
July 20 — DeAnza Park Moto Cross
July 27 — Rovers Hare Scrambles
Aug. 3 — DeAnza Park Moto Cross
Aug. 9/10 — Prairie Dogs Dual Euro.
Scram.
Aug. 10 — Sunrise Park Moto Cross

FREE LISTING

CALENDAR

Event date	Event sanction	Event type
Location		
How to get there		
Classes	Purse	Entry fee
Mailing address		
Other info		
Your name	Phone number for info	

Listings must be received by noon Thursday to
be included in the following week's Cycle
News. No listings can be accepted by phone.
Please include a phone number for additional
information. Mail the completed blank to
Cycle News Calendar, Box 498, Long Beach,
CA 90801.

RESULTS

Short Track Sidewinders Raceway Portland, OR May 30, 1980

NOV MAIN
Mark Rooks
Jim Torpey
Mike Kearney
William McDonald
Mark Woleman
Del Schnitzer
Daren Arnold
JR MAIN
Randy Patterson
Charlie Barkman
Jeff McDaniel
EX MAIN
Brad Hurst
Tom McCullough
Randy Scott
Frank Word
Bernie Larson
Bill Oliver
Lars Trulson
Brian Johnston

Motocross Sand Hill Ranch Brentwood, CA June 15, 1980 By Jeri Hopper

80 NOV
Scott Schubert Suz
Michael Smith, Jr. Kaw
80 JR
Troy Joyce Suz
100 NOV
Tim Copeland Suz
100 JR
Dieter Klausung Suz
125 NOV
Andy Tresser Suz
Scott Rohrs Suz
Raymond Flores Suz
OPEN EX
Mark Duval Yam
Bob Davis Yam
125 JR
Rick Ryan Yam
Berkeley White Suz
250 NOV
Kirk Webster Suz
Jeff Holder Yam
Matt Arena Yam
250 JR
Rick Ryan Yam
Mike Randal Yam
OPEN JR
Robert Stone Mai
Allen Auzenne Yam
OPEN NOV
Matt Arena Yam
Mark Jones Yam
VET NOV
Chuck Watson SWM
Craig Bastard Suz
VET JR
Nick Naval Kaw
Don Swearingen Yam
VET EX
Danny Davies Mai
125 EX
Phil Crane Yam
Scott Rebeck Suz
Mike Beir Yam
250 EX
Joey Schlag KTM
Phil Crane Mai
Dave Coupe Mai

Motocross Sand Hill Ranch Brentwood, CA June 21, 1980 By Jeri Hopper

OPEN NOV
Danny Souza Mai
Gary Mogan Yam
EX
Rodney Smith
250 NOV
Rich Powell Mai
Paul Guthmiller Yam
Steve Furtado Suz
125 NOV
Troy Barazoto Yam
David Montgomery Kaw
125 JR
James Casey Yam
80 NOV
Steve De Lay Suz
Todd Mitchell
80 JR
Chris Plain Yam
100 NOV
Michael Callanti Yam
100 JR
Bill Moseman Yam

MRA Road Race La Junta, CO May 18, 1980 By Sandy Lillie

0-550 PROD
Mike Cameron Yam
Joel Tucker Yam
Terri Wischoefer Yam
Jim Sonleitner Yam
Steve Armstrong Yam
551-850 PROD
Tom Marquardt Hon
Joel Tucker Yam
Mike Cameron Yam
Terri Wischoefer Yam
Bob Brownell Yam
851-OPEN
Tom Marquardt Hon
Mike Cameron Yam
Joel Tucker Yam
Terri Wischoefer Yam
Charles Fisher Duc
0-550 SUPERBIKE
Ken Hoogland Hon
Bruce Gibson Yam
Bob Brownell Yam
Norm Meyer Yam
Mike Cameron Yam
551-850 SUPERBIKE
Tom Marquardt Hon
Ken Hoogland Hon
John Flieder Yam
Mike Manghan Kaw
Norm Meyer Yam
851-OPEN SUPEBIKE
Brian Fenton
Tom Marquardt Hon
Frank Rice
Dave Deschermaier Suz
Bruce Gibson Yam
COMB. FORMULA 1 & 2
Keith Kiyota
Ken Hoogland Hon
Bruce Gibson Yam
Jim Sonleitner TZ
Norm Meyer Yam
COLORADO CLASS
Ken Hoogland Hon
Bob Brownell Yam
George Wallack Yam
Norm Meyer Yam

MRA Road Race Aspen, CO June 1, 1980 By Sandy Lillie

0-550 PROD
Mike Cameron Yam
Jim Sonleitner Yam
Lynn Pittman Yam
Gary Wycoff Kaw
Stan Trulock
551-850 PROD
Tom Marquardt Hon
Mike Cameron Yam
Terri Wischoefer Yam
Steve Armstrong Yam
Jim Sonleitner Yam
851-OPEN PROD
Tom Marquardt Hon
Mike Cameron Yam
Joel Tucker Yam
Terri Wischoefer Yam
Steve Armstrong Yam
851-OPEN SUPERBIKE
Ken Hoogland Hon
John Flieder Yam
Mike Cameron Yam
551-850 SUPERBIKE
Tom Marquardt Hon
Merlyn Plumlee Yam
Ken Hoogland Hon
Bob Brownell Yam
John Flieder Yam
851-OPEN SUPERBIKE
Ken Hoogland Hon
John Flieder Yam
Bruce Gibson Yam
Mike Cameron Yam
George Wallack Yam
FORMULA 1 & 2
Merlyn Plumlee Yam
Ken Hoogland Hon
George Wallack Yam
Geoff Cesmat Yam
John Flieder Yam
FORMULA 3
James Casey Yam
Ken Hoogland Hon
Jim Sonleitner TZ
Norm Meyer Yam
George Wallack Yam
COLORADO CLASS
Merlyn Plumlee Yam
Bob Brownell Yam
George Wallack Yam
Norm Meyer Yam

AME Motocross Sprockets Park Bakersfield, CA June 21, 1980 By Laura Richard

125 PRO
Mark Bledsoe Yam
Randy Harden C-A
Dave Strong Suz
500 PRO
Darin Oliver Yam
Andy Jannings Mai
Greg Torgerson C-A
125 INT
Gary Curtis Suz
Darrell Melton Hon
Darin Layton Yam
250 INT
Paul Hager Hon
Beaver Ellis Hon
Mike Lopez Yam
500 INT
Mike Lopez Yam
Jay Glover Hus
Robert Springman Yam
125 JR
Kenny White Yam
Steve Leonard Hon
Levi Smith Hon
250 JR
Pat Streiff Yam
Jeff Boobillion Kaw
Lance Horton Yam
500 JR
Ben Schroeder Kaw
Kenneth Renaux Yam
Bryan Kennedy Yam
100 INT
Gene Stephens Suz
James Benneh Suz
100 JR
Preston Wade Suz
Charley Fisher Suz
Brian Sweaney Yam
VETS EX
David Rogers C-A
Richard Jackson Hus
Allen Springman Yam
VETS JR
Bill Springman Yam
David Sweaney Hus
Carl Casanova Yam
80cc MINI EX
Andy Ellis Yam
80cc MINI INT
Jim Heisser Yam
Dennis King Suz
80cc MINI JR
Dennis Chick Suz
David Triplitt Hon
Chet Tucker
60cc MINI JR
Jeff Reynolds Suz
Jason Martin Suz
Alex Rogers Suz
PEE WEE
Andy Jeffers Suz
Joseph Jamison Suz

CMC Motocross PIR Delta Park Portland, OR June 19, 1980 By Jan Newman

PEE WEE
Britt Woodring Hon
Ernie Schramm Yam
Chad Kishpaugh Yam
MINI JR
Shane Whitaker Kaw
Scott Haakanstad Yam
Jeff Miles Yam
MINI INT
Jamie Munson Suz
Mike Klettke Suz
Rick Celorie Yam
MINI EX
Sean Lechner Yam
100 JR
Rick Celorie Yam
Mike Hauskins Yam
Jack Lowery Suz
100 INT
Mark Sather Yam
Doug Lange Yam
125 JR DIV 1
Ryan Fisher Yam
John Marcotte Suz
Ron Wylder Yam
125 JR DIV 2
Ben Harlow Yam
Dan Zimmerman Suz
Ted Skipper Hon
125 INT
Craig Timm Suz
Ted Holt Suz
Randy Thompson Hon
125 PRO
Steve Corcoran Yam
Dale Semmler Yam
Dan Hartsfield Yam
250 JR DIV 1
Duncan Davis Yam
Jim Brockmeier Suz

Jay Boufford Hon
250 JR DIV 2
Chris Yates Hon
Jay Loundagin Hus
Richard Barrows Hon
250 INT
Bob Cicerchi Yam
Jerry Ebert Yam
Daryl Semmler Yam
250 PRO
Mark Kim Mai
OPEN JR
Mike Overfield Kaw
Steve Moyer Yam
Larry Sause
OPEN INT
Daryl Semmler Yam
Bill Naylor Yam
John McBride Yam
OPEN PRO
Barney Newman
30 TO 40
Mike Roberts Mai
Gary Bonds Hon
Larry Sause Hon
OLD TIMERS
Bill Naylor Yam
Jim Newman Yam
Dave Kribs Suz

CMC Motocross SIR Kent, WA June 20, 1980

PEE WEE
Julian Slane Suz
Steve Dukes Suz
Tavius Thompson Suz
MINI JR
Brad Miller Yam
Jerry Andrews Hon
Scott Rose Hon
MINI INT
Jim Scott
MINI EX
Dennis Dolquist Yam
Billy Wellond Yam
100 INT
Lance Richotte Suz
Kurt Howland Suz
100 JR
Brad Kesselring Yam
Scot Buchanan Yam
Mark Vellan Suz
OVER HILL
Bill Young Suz
John Cellua Yam
Al Havuey Yam
125 PRO
Cory Klaudt Yam
Jon Jacobson Suz
Tom Aroen Yam
125 EX
Russ Tom Hon
Mark Bloodgood Yam
125 INT
Scott Miller Yam
Neville Redman Yam
Keith Kesselring Yam
125 JR
Scott Zerr Yam
Jeff Gauthier Suz
Greg Bickle Yam
250 PRO
Ray Weaver Suz
Gary Lockrem Yam
Tom Moren Yam
250 EX
Mike Egbert Yam
Dean Lymburner Suz
250 INT
Kevin Betharas Bul
Ron Simmons Hon
Michael Michell Yam
250 JR
J.J. Stanton Yam
Jim Burns Hon
Scott Case
OPEN PRO
Steve Miller Yam
Tom Mobin Yam
OPEN EX
Mike Jesmer
Kelly Bethards Hus
Mark Walsh Suz
OPEN INT
Brian Solderberg Yam
Jim Sasseen Yam
David Weber Yam

Cedar Buttes MX Menan, ID June 14, 1980 By Illene Randall

125 EX
Rock Temple
Anthony Lowe
Steve Jones
250 EX
Dan Fe
Gary Randall
Rocky Murdock
OPEN EX
Terry Kreihbiel
Randie Baldwin
Chris Cornforth
125 INT
Glen Foster
Greg Olsen
Rocky McGregor
250 INT
Chad Birch
Lance Kelsey
Soren Cornforth
MINI MINI
Kris Wilkerson
125 JR
Kent Powell
Marty Jenne
Jerry Foster
250 JR
Weston Waddoups
Kevin Holmes
Kevin Machem
OPEN JR
Ed Drexler

Duane Quale
Gary Jensen
MINI EX
Troy Olaveson
Todd Smith
Bary Eaton
MINI INT
Brent Ferguson
Monte Larson
Shaun Lemons
MINI JR
Sean Wells
Peter Albinson
Dominic Browning

Marysville Motocross Mini National Qualifier Riverfront Park Marysville, CA June 22, 1980 By Ramie T. Sexton

100 EX
Jeff McCrary Suz
100 JR
Raymond Freitas Suz
100 NOV
Tim Copeland Suz
Sean Scott Suz
Emmet Ramirez Suz
125 SCHOOLBOY
Jim Horn Suz
80 EX
Tim Aston Yam
Greg Vlahos Kaw
Greg Michalec Suz
80 JR
Chris Harjes Yam
Shawn Freiling Mikes
Ernie Cervantes Suz
80 NOV (OVER 12)
Marcus Sabado Yam
Jason Gregg Kaw
Brian Nash Hon
80 NOV (UNDER 12)
Jason Mackenroth Yam
Chad Kay Suz
Greg Searle Yam
50 NOV
Todd Bercier Suz
Larry Azevedo Suz
Ronnie Del Re Suz

NMA Regional MX Qualifier Berthoud, CO June 22, 1980 By D.E. Burgener

61 STK INT 9-11
Jay Martin Yam
61 STK NOV 9-11
Doug Ruby Yam
Dino Mattorano Yam
61 MOD INT 9-11
Jay Martin Yam
61 MOD NOV 9-11
Dino Mattorano Suz
83 STK INT 9-11
Scott Johnson Suz
82 STK NOV 9-11
Jay Martin Yam
83 STK BEG 9-11
Todd Thomas Kaw
Scott Sylvester Suz
83 MOD INT 9-11
Scott Johnson Suz
83 MOD NOV 9-11
Jay Martin Yam
83 STK EX 12-16
Arthur DeHoff Kaw
John Pearce Kaw
Scott Ellis Yam
83 STK INT 12-16
Kevin McKnight Kaw
Kenny Cooper Kaw
Tim Nidiffer
83 STK NOV 12-16
Mario Jauve Kaw
Chris Jameson Yam
Bobby Paiva Kaw
Rusty Griggs Yam
Darren DeLoach Yam
83 STK BEG 12-16
Charlie Rosenbaum Suz
Vick Meyers Yam
83 MOD EX 12-16
Scott Ellis Yam
Josh Wheeler Kaw
Bo Ruby Yam
83 MOD INT 12-16
Kevin McKnight Kaw
Carl Martinez Kaw
83 MOD BEG 12-16
Vic Meyers Yam
83 MOD NOV 12-16
Rusty Griggs Yam
Chris Jameson Yam
Darren DeLoach Yam
105 MOD 9-11
Scott Johnson Suz
105 MOD 12-16
John Pearce Kaw
John Weiler Kaw
100 STK INT THRU 18
Todd Gikling Yam
100 STK NOV THRU 18
Ken Fox Yam
125 STK EX THRU 18
Chris Weis Yam
125 STK INT THRU 18
Eric Sterner Yam
Dale Stewart Yam
125 STK NOV THRU 18
Ken Fox Hon
Loren McCoy Kaw
125 MOD EX THRU 18
Chris Weis Yam
125 MOD INT THRU 18
Eric Sterner Yam
125 MOD NOV THRU 18
Loren McCoy Kaw
Tracy Book Suz
250 MOD INT THRU 18
Eric Sterner Yam
250 MOD NOV THRU 18
Jason Sylvester Suz

AME Motocross Indian Dunes Valencia, CA June 22, 1980 By Laura Richard

125 PRO
John O Mara Mug
Ted Brady C-A
Dan Walker Yam
250 PRO
Bob Kline Yam
Ed Arnet Yam
Tibor Papp Yam
500 PRO
Kirk Sturgeon Yam
John Reinholt Mai
Ken Zahrt Suz
125 INT
Bob Byrne Hon
Bruce Maynor Hon
Paul Arnold Yam
250 INT
Andy Richard Yam
Erin Buskirk Suz
Mike Prunty Yam
500 INT
Monte Hoge Mai
Rob Kershaw Mai
Ron Wade Mai
125 JR
Randy Lippie Yam
Mike Moore Yam
Dave Moore Yam
250 JR
Mark Black Yam
Doug Russell Yam
Jr. Camacho Suz
500 JR
Eddie Rea Hus
Jim Douglas Suz
Robert Chick Suz
125 BEG
Jerry Olives Yam
Eric Brune Suz
Brand Workman Hon
100 INT
Zoli Meszaros Yam
Eric Silgero Suz
100 JR
Jon Zurbel Yam
Preston Wade Suz
VETS EX
Gary Willison Mai
Steve Oglesby Mai
80cc MINI EX
Don Licon Suz
80cc MINI INT
Bobby Simons Yam
Alan Lippie Yam
Lance Johnson Suz
80cc MINI JR
Joe Lazano Yam
Cam Johnson Yam
Jimmy Cardines Yam
60cc MINI INT
Danny Lamb Yam
John Ethell Suz
60cc MINI JR
Kayle Johnson Suz
Denny Ladd Suz
Joe Brown Suz
50cc JR CYCLE
Kevin Heisser Yam

TROPHY PICKUP

Desert Daisy's Trophy Presentation Friday, July 18 8 p.m.-1 a.m. American Legion Hall. * New location/ not the same as last year. 330 N. Azusa Ave., WEST COVINA. Free beer, live band, dancing, door prizes, buffet. Everyone invited, \$3.00 donation. Best party of the year! (27/29)

March 23 Prairie Dogs H&H trophy winners can pick up their trophies at So. Cal's race on July 5th & 6th, the Prairie Dogs H.S. on Aug. 10th, and after that at Anaheim Husky. (26/27)

Sled Riders trophy pick-up at the next 3 desert races. (714) 638-5277 or (714) 737-7607. (25/27)

Trophies and gas cans from H.B.M.C. will be available at So. Cal and Rovers races, or call (714) 244-5425 days, nites (714) 244-1696. (26/28)

Rover trophy pickup for April race - all July. Call (213) 967-9868 or (213) 766-4920. (27/30)

For listing in this department, please mail information with \$1.00 per week that it is to run to: Cycle News Trophy Pick-up, Box 408, Long Beach, CA 90801.

WANT ADS

Help Wanted

Experienced mechanic wanted
Large shop, good pay, must own tools. BILL BOREN HONDA-YAMAHA, Oxnard, CA. Experienced only contact Vance (805) 483-2381. (26/27)

Experienced Suzuki mechanic
Need professional, efficient, mechanic. Prefer factory certification. Looking for career minded person for service oriented dealership. Contact Barry at B & R SUZUKI, 3333 N. 1st Ave., Tucson, AZ 85719. (602) 293-4300. (26/27)

Pipe builder
Experience necessary. Good pay. WHEELSMITH MOTORCYCLES (714) 751-0680. (19/TFN)

MECHANIC — EXPERIENCED in Honda m/c. Good salary and benefits. Call Earl at HONDA WEST (714) 531-0742. (7/TFN)

Honda Mechanic
Must be experienced, have own tools, and have attitude for complete customer satisfaction, excellent company benefits including profit sharing. Good pay and working conditions. Contact Service Dept., KOLBE CYCLE, Reseda, CA. (213) 345-7616. (26/TFN)

Journeyman Suzuki mechanic
Wanted by Iowa's largest Suzuki dealer. No primadonnas, just someone who wants best pay and benefits. Year round work, latest equipment, yearly factory training and five day week in exchange for hard work, neatness and enthusiasm. Will assist relocation. (319) 752-0349 or (319) 752-5192. (27/30)

Parts Person Wanted
Must be ambitious and enthusiastic and some knowledge of motorcycles required. Full-time, salary open. Contact parts manager for interview. (714) 531-0742. (12/TFN)

Permanent positions available
Experienced full-time Honda mechanic & parts and accessories counter person. Harley-Davidson, Honda or Yamaha experience required. These are permanent full-time positions for the right person. Salary, commission and benefits. If you qualify, please write or call, LOS ANGELES HARLEY-DAVIDSON, 2531 So. Main St., Los Angeles, CA 90007. (213) 749-6235. (25/27)

Wanted Honda mechanic
Must be experienced. 60% to you. Also need Service Manager. Bill (714) 531-0742. (26/TFN)

Parts Person Wanted
Must be ambitious and some knowledge of motorcycles required. Full-time, salary open. Contact Jerry for interview. LAKEWOOD HONDA (213) 860-1354. (24/TFN)

Cheap Engineer
S & W ENGINEERED PRODUCTS, a fast growing company and manufacturer of motorcycle parts, needs a person with formal engineering background. Must have supervisory skills, knowledge of production methods and processes, blue print relief and document control and be inventive in the area of new products. This position requires a real "take charge" person who knows how to get the job done. 4-day, 40 hour work week. Anaheim, California area. (714) 527-1641. (27)

Parts Person Honda experience
★★★★★TOP PAY★★★★★
Bill (714) 531-0742. (26/TFN)

Partsperson Wanted
Honda or Yamaha experience preferred. Call Tom at DICK ALLEN YAMAHA/HONDA, Newhall, CA. (805) 259-8500. (27/TFN)

Experienced Parts Manager
Suzuki dealership has immediate opening for stable, mature and enthusiastic person. Salary open. Knowledge of motorcycles and accessories a must. Call for appointment and ask for Vick (714) 646-2428. ORANGE COUNTY SUZUKI, Costa Mesa. (27/29)

Mechanic Wanted

Honda or Yamaha experience only. Pay and benefits open. Call John at DICK ALLEN YAMAHA/HONDA, Newhall, CA. (805) 259-8500. (27/TFN)

Salesman Needed

Aggressive salesman needed for sales route already developed in Los Angeles territory. Also openings in Central and Northern California. Contact Jim Hale at O'NEAL DISTRIBUTING (213) 998-1049. (27/28)

Experienced mechanic wanted
must have own tools. Pay negotiable. Come to Santa Cruz. SANTA CRUZ KAWASAKI (408) 688-6004. (24/27)

Experienced Yamaha mechanic Needed in Las Vegas

Immediate opening in new service department at established dealership. Paid holidays, uniforms, medical and dental plans. Send resume or call Lee at NEVADA YAMAHA, 1935 E. Fremont St., Las Vegas, Nevada 89101. (702) 384-2353. (25/28)

Business Opportunities

DEALERS WANTED

BENELLI G-2 MOPEDS. Designed by Alejandro Detomaso. 150 miles per gallons. Most Western Territories open. Call or write: Forrest or Mile Faulkner, BENELLI WEST, 1635 California St., San Francisco, CA 94109. (415) 673-9040 or (415) 673-2400. (24/29)



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"The California School of the Professionals"

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If you're serious about becoming a top-notch motorcycle mechanic you'll want the best possible training available. You can't afford second best and neither can we. If you think you have what it takes to become a professional...

Call toll free 1-800-423-4678
Calif. Residents call collect (213) 944-0123. AMERICAN MOTORCYCLE SCHOOLS, 10025 Shoemaker Ave., Santa Fe Springs, CA 90670. (36/TFN)

Business for sale!

Excellent, money-making, Can-Am, Hodaka, Husqvarna motorcycle dealership for sale in dynamic Houston, Texas. Land, building, and equipment (\$110,000.00) + inventory (approx. \$80,000.00). SPORT CYCLES OF HOUSTON (713) 862-2252. (25/TFN)

Dealers Wanted!

Use your RV's to promote a sensational line of synthetic lubricants. Great profits and tax benefits. For free info call (714) 496-4859 or (213) 892-3739 or write K.M.S., 25232 Brigantine Dr., Dana Point, CA 92629. (26/27)

Welding by certified welder:

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Dealership for sale!!

Major multi-line Honda, Yamaha and BMW in warm southern New Mexico. Attractive building lease. Serious inquiries call (505) 523-8481. (24/27)

1977 Yamaha TT500

Brand new Curnutt shocks plus new desert tank. Ridden very little. Sacrifice. \$875.00. (213) 345-1281. (27)

1980 DR400T

10" travel front & rear, P.E. odometer, \$1600.00. After 5 p.m. (213) 326-3542. (27)

1980 YAMAHA IT175G, ridden three times, suspension rebuilt, \$1100.00. (714) 633-2758. (27)



Fast fill gas can

5 1/2 gallon capacity, fast (approximately 2 seconds/gallon), light weight (6 lbs.), heavy duty aluminum, \$106.95. PACIFIC RACING PRODUCTS • USA, P.O. Box 178551, San Diego, CA 92117. (714) 278-9808. (26/27)

1980 Suzuki RM125T

Showroom fresh, 1 1/2 months old, moving to Canada. Must sacrifice, \$800 or best offer. After 7 p.m. Motorcycle trailer, 3 rail, \$300. After 7 (213) 885-8164. (27/28)

Got laid-off

1980 YZ-250G. 4 hrs. on immaculate machine. Best 250 on market, \$1479.00. Newport Beach area, ask for Terry after 6:00 (714) 548-7610. (27)

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New condition, less than 15 hrs. Must sell, \$1,800 or best offer. (714) 953-9630. (27/28)

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Both fresh and ready to race. Call after 5:00 p.m. CDT for info: (515) 255-2463. (24/27)

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In crate with parts kit. CONCORD YAMAHA (415) 798-2580. (24/27)

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Two sets, 5'9", 145 lbs., 5'11" 155 lbs. \$200.00 each. (916) 739-8365 or (916) 985-3726. (27)

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Wide ratio trans., Curnutts, clean, fast, \$1150. (213) 374-0015 days, (213) 376-6263 eves. (27)



Attention YZ125G owners

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Stock, 14,000 miles, \$2800. (714) 726-0119. (27)

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One month old, low miles, brand new Mugen 500 kit. Call between 3 & 4 in the afternoon. \$1800.00. (213) 787-2817. (27)

EL 497cc Bill Bell Long Beach Honda

C&J frame — long swingarm with Motor Sport shocks — short swingarm with Curnutt shocks — well modified long travel Maico forks — oil cooler — trick skid plate & oil line protection — chain tensioner — compression release — Lectron carb. CR Honda hubs, handles beautiful — It will win if you can ride. \$1500.00 or trade for stock, clean XR 200 or XR 500 — Have receipts in excess of \$3500.00 to build this center port bike. Ph. (415) 757-4386 evenings. (27)

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Good condition, must sell — make offer. (714) 830-2255. (27)

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Brand new — never raced

Champion Yamaha 500 Single, special built engine; head redesigned to accept 42 Mikuni; Champion tank, seat and tail, pipe and nickel frame; S&W's, Cerianis, Kennedy wheels, ultra clean. \$3700 FIRM. Leave message for Joe Grissom at (714) 345-2236. (27/28)

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Both excellent condition. Many extras. (714) 645-6244. (27)

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With Curnutt shocks, fork kit, porting, 36mm Mikuni, Tony D. front fender, DeHandlers, Moto-X Fox plate covers, receipts proof on rebuilt motor. \$950 O.B.O. (714) 529-7324. (27)

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'78 Yamaha YZ400E

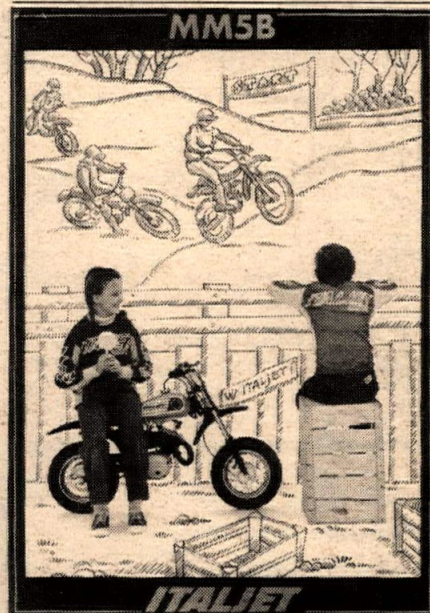
Excellent cond. Call for details. \$950 O.B.O. (213) 444-4117. (27/28)

1980 KX250 Uni-Trak, \$1,250.00 Firm. (714) 493-7306. (27)

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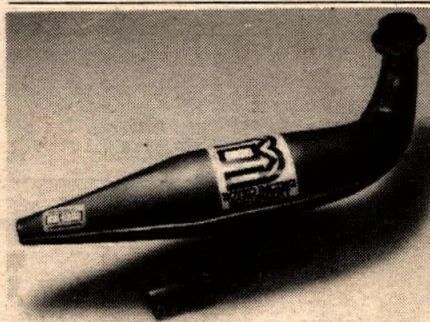
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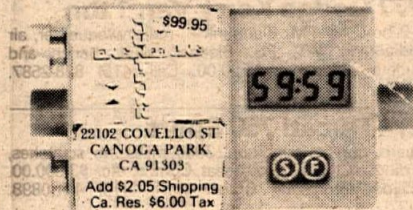
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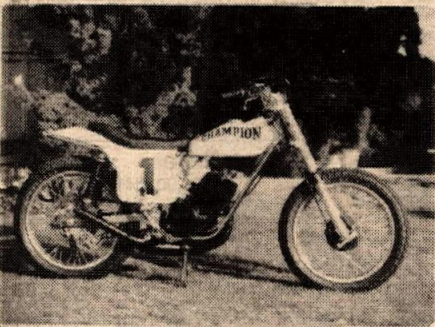
1979 80ci. Harley-Davidson, silver w/black, 2000 mi., rarely ridden, immaculate, \$4695.00 or best offer. Call late eve. or early morning (714) 891-7407. (24/27)

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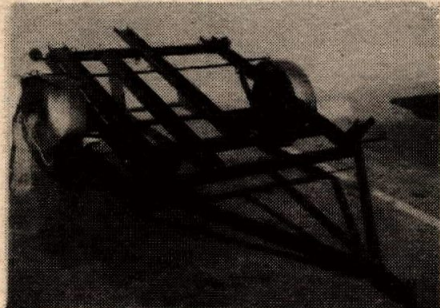
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American Turbo complete for Kawasaki 900 & 1000. \$750. Bill Hahn pressure retard ignition, \$400. R.C. Turbo carburetor, \$100. Call after 7 p.m.. (703) 638-7240. (26/27)

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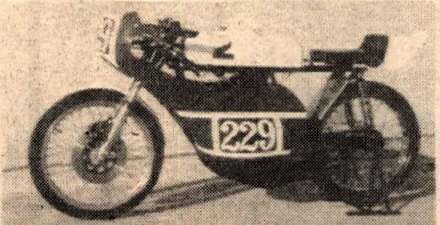
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Bob (213) 943-6357. (27)

'80 Honda CR250R like new

Original tires, Whirlpool throttle, Answer muffler, need cash buying house. \$1325 or best offer. (213) 429-8650. (27)

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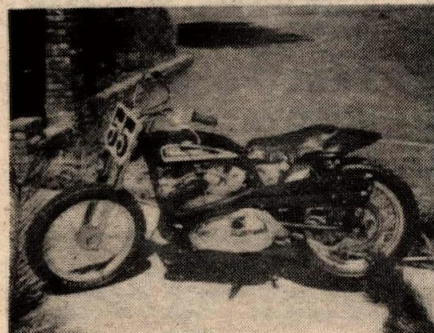
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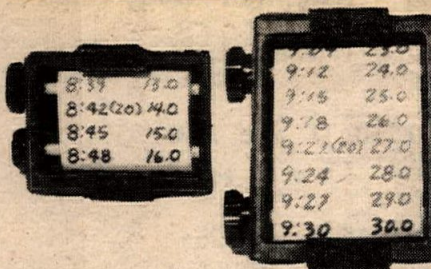


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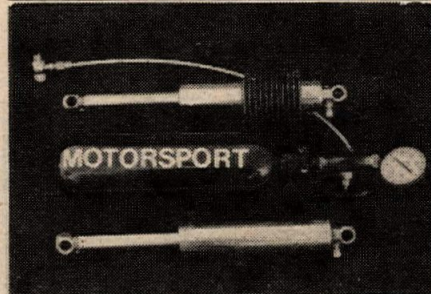
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Harley XR750 new, 1980

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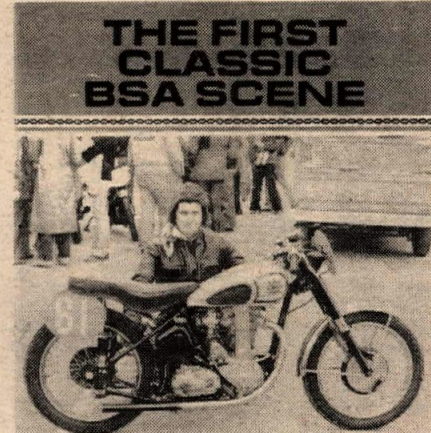
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(Continued from page 2)

cross and Trans-USA races under the Kawasaki agreement.

Jimmy Weinert no longer rides a Can-Am for Kolbe Honda. The former National MX and Supercross Champ who left Team Kawasaki earlier this year has returned to privateer status. Weinert has been practicing on production YZ Yamahas provided by Team Yamaha's Ken Clark and is expected to race a YZ250 at the July 12-13 Superbowl of Motocross. Weinert will be receiving some support from Moto-X Fox.

Harry Everts put in the best ride at the July 6 Finnish 125cc MXGP, placing 2-1 on his works Suzuki. Everts leads Eric Geboers 128 to 121 in the World Championship point standings, with Rinaldi third at 120. Geboers finished 5-2 in Finland.

While Kal-Gard-supported rider Bobby Kline was racing his new Yamahas at Mammoth, someone broken into his garage and stole his 1980 Honda CR125R recently prepped for sale by Kal-Gard. Custom items include a special CRF swingarm, Works shocks, custom sandcast E.C. Birt cylinder and head and a complete black Gun-Koted engine assembly. Kal-Gard is offering a \$500 reward for info leading to recovery of the scooter. The serial number is JEO1-2101400; engine number is JEO1E-2101405. Call Kal-Gard at 213/892-8674 with tips.

The BMX that was to be run in conjunction with the Coca-Cola Bottlers' Superbowl of Motocross has been cancelled. For info on other bicycle motocross events, contact the National Bicycle Association at 805/255-7397.

And speaking of the Superbowl of Motocross, here are some driving tips for spectators: First, don't worry about gas if you're travelling more-than-a-tankful away. All the gas stations in the L.A. Coliseum area will be open. Don't want to drive? Phone the Commuter Computer at 213/380-RIDE for ride info. If you plan on riding your motorcycle to the race, head for the Sports Arena parking lot six. There you'll find free, security guarded parking courtesy of Harley-Davidson.

At presstime, 389 motorcycles had been entered in Harley-Davidson's Artistry in Iron show, slated for July 12-13 at the Los Angeles Sports Arena and running in conjunction with the Superbowl of Motocross. The entry includes a load of customs and some great vintage machinery as well. Check our calendar section for details. The Doobie Brothers' Pat Simmons will lead a parade — expected to be even larger than the one at Daytona — from Griffith Park to the show on Sunday morning. The parade forms at 9 a.m. for a 10 a.m. departure. At 6 p.m. Saturday, the Victor McLaglen Motorcycle Drill Corps will attempt a 22-man pyramid on a Harley-Davidson.

Al Eames, main figure in organizing the '73 American International Six Days Trial, is back on motorcycles again after losing his leg to diabetes. Al reportedly is piloting a sidecar rig around Massachusetts.

Don't miss the Speedway World Cup Semi-finals on TV! CBS Sports Spectacular will show the event on Saturday, July 12.

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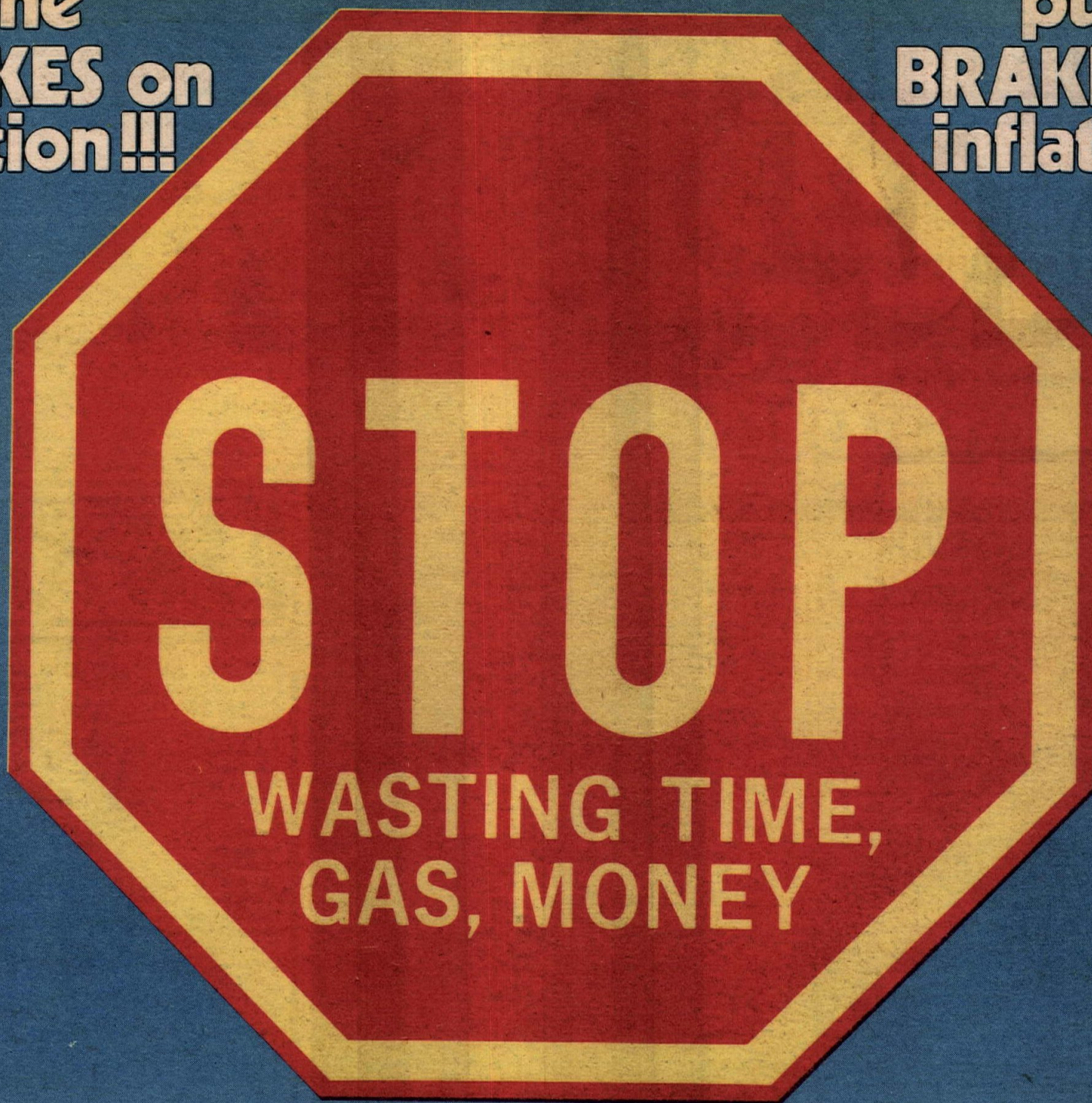
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